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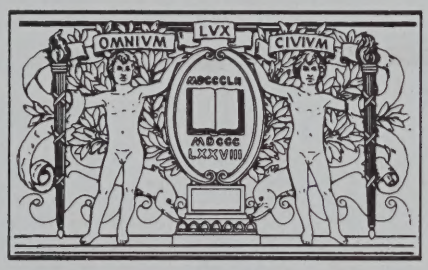

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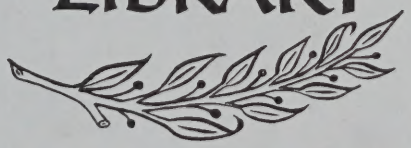

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Dear Fellow Citizen:

Allston-Brighton is one of the many jewels in Boston's crown of great neighborhoods. The dominant residential character of the neighborhood, its sizeable amounts of attractive open space, and the diversity of its residents are among the many factors that make Allston-Brighton a truly desirable place to live, work, play, shop, and raise families.

Ensuring that Allston-Brighton retains its high quality of life for future generations of Bostonians represents an important challenge to today's neighborhood residents. It is a challenge which requires comprehensive planning and foresight on the parts of residents, business leaders and City officials. Addressing this challenge involves determining appropriate types and amounts of community growth, preserving key neighborhood assets, and promoting a sense of harmony among all members of the community.

I am very pleased to be able to say that the Allston-Brighton Neighborhood Plan contained in this document addresses its planning challenge most successfully. The Plan, which represents four years of work and commitment by members of the Allston-Brighton Planning and Zoning Advisory Committee (PZAC), embodies a vision of Allston-Brighton's future shaped by today's residents. The members of the PZAC, as well as the many other neighborhood residents and business leaders with whom they worked, deserve a great deal of credit for a job well done.

With the adoption of the Allston-Brighton Neighborhood Plan and Zoning Article, one task is completed and a new one begins. The new task is to begin implementation of the vision, goals, and recommendations identified in the Plan. The clear vision developed by neighborhood residents during the planning process will help to ensure the success of its implementation as well.

I look forward to working with you at each step along the way toward a great future for Allston-Brighton.

Sincerely,

Raymond L. Flynn
Mayor

NPZ24/05.LTR
081490/1

Dear Friends:

The neighborhood planning process in Boston represents a significant means of empowerment to neighborhood residents. It provides residents with the opportunity to determine the planning goals, priorities, and strategies for their respective neighborhoods and a venue to formulate the physical, economic and social aspects of their neighborhood's future.

At the heart of Boston's neighborhood planning process are the Planning and Zoning Advisory Committees (PZACs) and the Neighborhood Councils. These groups comprised entirely of residents of the neighborhoods they represent, provide a forum for the free exchange of views and a mechanism for coalescing those views into a consensus plan for their neighborhood's growth. They also play an important role in communicating neighborhood positions and sentiment on issues to City officials and others.

The Allston-Brighton Neighborhood Plan represents the work product of one of Boston's outstanding PZACs. Members of the Allston-Brighton PZAC met for four years to discuss and shape a plan to manage their neighborhood's growth. Along with other Allston-Brighton residents and business leaders who contributed to the development of this Neighborhood Plan, the members of the PZAC deserve tremendous credit for their efforts and commitment.

COYLE/64.LTR
081490/1

This Neighborhood Plan reflects a comprehensive approach to planning for a community's future. Building on the residential core of Allston-Brighton, the Plan seeks to stabilize and expand the supply of housing, in particular affordable housing. To enhance the quality of life for Allston-Brighton residents, the Plan seeks to preserve and improve open spaces, natural resources, and the boulevards that link the various sections of the neighborhood. The Plan also speaks to creating economic and business opportunities for residents of Allston-Brighton as well as other Boston neighborhoods.

In combination with the Allston-Brighton Neighborhood Zoning Article, this Neighborhood Plan will chart the course for a thriving and successful future for Allston-Brighton. Indeed it will also be a course charted by the collective efforts of neighborhood residents themselves. I congratulate you on a job well done!

Sincerely,

Stephen Coyle
Director

COYLE/64.LTR
081490/2

Dear Allston-Brighton Community Member:

As residents of Allston-Brighton, we are all aware that we live in a very unique community that is both rich in history and diverse in the makeup of its population.

We have a greater number of civic groups per square mile in Allston-Brighton than any other neighborhood, each of which strives to enhance the quality of life of our residents. Within our borders is a mix of land uses ranging from manufacturing and commercial districts to world-class universities to stable and appealing residential areas. Our community also enjoys a variety of physical resources, among them the natural beauty of the Charles River Reservation and numerous neighborhood parks and open spaces.

Preserving and enhancing the many qualities that we value about Allston-Brighton is a goal which we all share. Achieving this goal requires comprehensive planning and rezoning through a community-based planning process. Indeed this has been the approach taken by the Allston-Brighton Planning and Zoning Advisory Committee (PZAC) in developing this Allston-Brighton Neighborhood Plan.

At the outset of the planning and rezoning process, the PZAC established the following major planning and zoning goals:

- To protect the residential character of the neighborhood; and enhance the quality of life;
- To expand opportunities for affordable housing, open space, and compatible economic growth;
- To improve transportation access and the flow of traffic; and
- To promote on-going dialogue between the community and institutions in order to ensure compatible institutional growth.

This Neighborhood Plan reflects these planning goals, as well as ideas on how to manage our community's growth. The Plan also represents the product of four years of community meetings with neighborhood residents and Boston Redevelopment Authority (BRA) staff on planning and rezoning our community. This unprecedented and unique process reflects the confidence of Mayor Raymond L. Flynn and BRA Director Stephen Coyle in the ability and commitment of neighborhood citizens to create a vision for their community's future.

NPZ6/17.LTR
080790/1

As the Allston-Brighton Neighborhood Plan progresses toward adoption and implementation, I urge you to join with members of the PZAC and community residents in helping to create and implement such a vision for Allston-Brighton's future!

Very truly yours,

Ray Mellone, Chair
PZAC

NPZ6/17.LTR
080790/2

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II. ALLSTON-BRIGHTON HISTORICAL CONTEXT

The vision of the Allston-Brighton community as represented in the Neighborhood Plan is steeped in a myriad of strong historical traditions. Allston-Brighton, from the outset, was a leader in fostering a receptive environment in the fields of education, transportation, public works, commerce and religion. The neighborhood, once a town unto itself, has always been a strong and independent entity that continues to pride itself on the fact that a well-balanced agenda of diversity, which, if well managed, produces unity. Residents old and new of Allston-Brighton share in the rich traditions while managing the diversity into a healthy state of unity.

An historical context plays a critical role in any neighborhood plan. Its role in formulating the plan is similar to a silent partner - the threads of community history are woven into the collective subconscious of the community members as the plan evolves. The residents of Allston-Brighton should be proud of its history. The leaders of yesterday and the leaders of today share in a common goal: preserving, refining, and encouraging the character of what had been and continues to be a progressive and proactive neighborhood.

The purpose of this chapter is to serve as a reminder to the residents that the process they are presently committed to is not a new one or even an old one. It is a cyclical process that is embedded in the evolution of the community. The historical context will mean different things to different readers. What cannot be ignored by residents and non-residents alike is that Allston-Brighton has managed to retain and foster the original essence of the community founded in 1630.

This chapter is designed to provide "food for thought," hence the unique combination of traditional text and chronological snippets. It is intended to draw upon the pride of the community while at the same time entice each reader into further investigating the history of the neighborhood on their own. It is the successful marriage of the past and the present that has made Allston-Brighton what it is today. Every resident should be as proud of yesterday's achievements as they are of the neighborhood planning process.

HISTORICAL CONTEXT

1629 - Reverend Francis Higginson, agent for the Massachusetts Bay Company, explored the area known today as Allston / Brighton.

1630 - Land comprising present day Allston / Brighton and Newton was assigned to Watertown. Watertown minister George Philip received the first land grand of 30 acres near the present day Newton / Brighton boundary.

1633 - The General Court established a ferry between Watertown and the south side of Charles River. Area residents would use this service to travel to church and to the local seat of government located in Harvard Square.

1634 - The Massachusetts Bay Colony transferred ownership of the south side of the Charles River including present day Allston / Brighton and Newton from Watertown to Cambridge. The settlement was known as Little Cambridge.

1635 - Cambridge opened up Little Cambridge for land grants to settlers. Settlers located near fresh water sources and the lands were used primarily for grazing.

1638 - Construction began on the Roxbury Highway (later known as Washington Street). This road would be one of the first major routes connecting Cambridge (by ferry) via Little Cambridge with Boston.

1639 - Samuel Holley was the first resident of Little Cambridge. His 18 acre estate stood west of Oak Square on Washington Hill.

1646 - October 18: Reverend John Eliot initiated his campaign for Christianity with an hour long sermon to the Nonantum Indians.

1646 - November 4: the General Court granted a portion of land to the Nonantum Indians for the purposes of building a Christian village. The village was named Nonantum which means rejoicing.

1647 - The Nonantum Indians and the settlers agreed upon a compact that provided the Indians with a fee in return for tending the colonist's cattle.

1647 - Richard and Susannah Champney settled on a 149 acre tract of land east of present day Union Square. Champney would soon become an elder of the First Church of Cambridge, a position considered second in prestige only to the minister.

1647 - Cambridge granted Richard and Anne Dana a mile long tract of land. The Dana's would eventually establish one of Brighton's most prominent and wealthy families. The Danas moved to several locations and finally settled on a site located at the corner of Washington and Nonantum Streets.

1649 - Nathaniel Sparhawk II and his wife Patience settled on a parcel of land east of Market Street that he inherited from his father. The Sparhawks would build one of the most wealthy and prominent families in Brighton. The Sparhawks, the Champneys and the Danas are considered Brighton's founding families.

1651 - Due to large increase in population and the unavailability of additional land, Reverend Eliot is forced to move the whole village of Nonantum out to present day Natick.

1656 - Market and Faneuil Streets are laid out. Market Street ran along the boundary of the Sparhawk and Dana estates and converged with the Roxbury Highway (Washington Street) under construction at the time.

1662 - Construction of the first Great Bridge connecting Little Cambridge with Cambridge.

1688 - Newton separates from Cambridge. Little Cambridge is the only remaining portion of Cambridge south of the Charles River.

1722 - Brighton's first school house is constructed near the northeast corner of Market and Washington Streets. The building houses a private school and also doubles as a meetinghouse for the settlers.

1734 - Little Cambridge petitions the colonial legislature for permission to hold religious services in Little Cambridge as an annex of the First Church of Cambridge.

1744 - The first public meetinghouse is built on the corner of Washington and Market Streets. This serves as an annex to the First Church of Cambridge.

1747 - The first of several unsuccessful petitions is submitted to the colonial legislature for the purposes of separating the Little Cambridge Church from the first Church of Cambridge.

1775 - The Little Cambridge Cattle Market is established by Jonathan Winship I and Jonathan Winship II. Their slaughterhouse stood at the corner of Chestnut Hill Avenue and Academy Hill Road. The establishment of this industry would transform the town immeasurably in every aspect of economic, social and political development. By 1790 Jonathan Winship II would be the largest meatpacker in Massachusetts.

1775 - Jonathan Winship I secures the Continental Provision contract for the purposes of supplying the Continental Army with fresh provisions. In addition he later secured the contract to provide beef for the French fleet when it visited Boston.

1777 - Samuel Willis Pomeroy establishes his estate, Bellevue, on the site of what is now St. Gabriel's Monastery and St. Elizabeth's Hospital. Pomeroy would become a founding member of the Massachusetts Horticultural Society and the gardens on his estate were tended in accordance with the most advanced agricultural principles of the time.

1779 - The General Court approve a petition to separate the Little Cambridge Church from the First Church of Cambridge.

1783 - The Little Cambridge Church is incorporated. Church services are now held all year round.

1784 - John Foster is placed as the first minister of the newly incorporated Little Cambridge Church.

1797 - Hannah Foster, wife of Dr. John Foster, the first permanent minister of Brighton, publishes a novel entitled The Coquette, or The History of Eliza Wharton. This novel would become the most popular literary work in New England during the 1880's.

1800s - Massachusetts Society for Promoting Agriculture; significant advances in science and agriculture; General Court passes enabling act which allows the settlement of Little Cambridge to become the Town of Brighton

1800 - James Dana establishes a private boys school in his mansion on Washington Street.

1805 - Jacob Knapp establishes a private boys classical school in his residence on Bowen (Washington) Hill.

1805 - Hosea Hildreath establishes a school that offers instruction in singing and music.

1806 - Sixty seven residents of Little Cambridge petition the General Court for separation from Cambridge.

1807 - February 24: Brighton splits from Cambridge and is officially incorporated as a separate town.

1807 - March: Brighton holds its first town meeting.

1807 - Brighton's first church is moved across Washington Street. A new church is constructed. The old church is renovated for the use of school rooms and Town Hall offices. The Town Hall would remain in this building until 1841.

1810 - The Brighton - Cambridgeport Bridge opens. The Bridge links Cambridge Street in Brighton to Cambridgeport.

1817 - Jonathan Winship III establishes Brighton's first nursery

1817 - October: The first Brighton Fair and Cattle Show is held. It is one of the nation's first and largest agricultural fairs. The Fair would continue to be held in Brighton every October from 1817 to 1835.

1817 - The Postal Department establishes Brighton's first post office.

1818 - The Massachusetts Society for Promoting Agricultural permanently locates its fairgrounds and exhibition hall in Brighton. The site selected is where the present day Winship School stands on Dighton Street.

1820 - Brighton's first school committee is elected.

1820 - Samuel Dudley purchases the Winship mansion and converts it into the Brighton Hotel.

1820 - Joseph LLF Warren established the Nonantum Vale Gardens nursery at the corner of Lake and Washington Streets.

1821 - Jonathan and Francis Winship expand the nursery to encompass thirty seven acres of land that extended from the intersection of Faneuil and Market Streets to the Charles River. Today Vineland Street runs through what was once the heart of this acreage.

1822 - Construction of the Mill Dam Road causeway is built connecting the Brighton with Kenmore Square.

1825 - The Oak Square public school is built on the green under the historic white oak.

1825 - Improvements of the Old River Road - later renamed Western Avenue

1826 - A stagecoach with two daily runs into Boston is established; within the next few decades a horse drawn omnibus began making hourly trips into the city.

1828 - The First Bank of Brighton is established

1829 - Jonathan Winship III co-founds the Massachusetts Horticultural Society. He served as the organization's First Vice President from 1835 until his death in 1847

1830 - The Cattle Fair Hotel is constructed. It is the best known and most elegant of all of Brighton's hotels and is located at the corner of Washington and Market Streets. During its heyday the Cattle Fair Hotel attracted a wide assortment of patrons including Boston bluebloods, tourists, cattlemen, cowboys, merchants, honeymooners and native Brightonians. The original structure was enlarged in 1852 to the capacity of 100 rooms, a grand ballroom, and large verandas. The dining room could seat up to 500 people at one sitting.

1832 - Construction of the Boston and Worcester Railroad.

1832 - The Second Bank of Brighton is established.

1832 - Brighton's eastern public school is established on Cambridge Street near the intersection of Gorden Street.

1834 - Brighton's north public school (later known as the Storrow School) is established in North Brighton.

1834 - Brighton's first railroad depot is built on the grounds of Winship Gardens located near present day Vineland Street

1834 - July: Winship Gardens Depot in Brighton is the first stop for the newly inaugurated run of the Boston & Worcester Railroad. This is the first passenger train line in the country.

1836 - Joseph Breck establishes his first Brighton nursery at the corner of Washington and Allston Streets. His second nursery is established in 1854 at the corner of Washington and Nonantum Streets in Oak Square on the site of the present day Oak Square School. Breck would serve as the President of the Massachusetts Horticultural Society from 1859 - 1862.

1840s - After the death of Francis Winship the Winship Nurseries are sold

1840 - Horace Gray builds largest grapehouse in America on Nonantum Hill above Oak Square

1841 - Brighton High School is established on the site of a once private academy on Academy Hill Road

1844 - The Massachusetts Society for Promoting Agriculture sells its fairgrounds for $6,000. The site is subdivided and sold at public auction.

1850s - Brighton is one of the leading Horticultural centers in New England; major shifts in the political leadership and religious fabric

1850 - Aspinwall Woods Cemetery is dedicated on a fourteen acre tract in a remote southwest corner of town along what is today Commonwealth Avenue.

1854 - The Brighton Market Bank is established.

1855 - St. Columbkille's Church opens.

1855 - A new public grammar school is constructed on North Harvard Street near Western Avenue after a fire destroyed the old building.

1855 - William C. Strong excavates what is later to be known as Chandler's Pond

1856 - The old Winship Nurseries properties are subdivided into house lots and sold at public auction

1856 - The Brighton Social Library, a private association, merges with the Brighton Library Association. The new entity establishes Brighton's first public library with its headquarters in the Town Hall.

1857 - Brighton Avenue Baptist Church is built on the site of the present day Union Square Fire Station.

1858 - The Newton Street Railway is constructed. It is a horse drawn railway connection Newton and Boston via Washington and Cambridge Streets.

1860s - Decline in agriculture; division of farms into residential building lots

1861 - The Universalist Church is built on Cambridge Street on the site of the present day Knights of Columbus Hall.

1864 - The Beacon Park Raceway opens on a 50 acre tract of land on the east side of lower Cambridge Street. In the 1890's the Boston and Albany railroad will buy this parcel and convert it into freight yards.

1864 - The Episcopalian Church of the Epiphany is built on the corner of Washington and Eastburn Streets.

1865 - The Water Works Board purchases a large tract of property and proposes the construction of the Chestnut Hill Reservoir.

1868 - Boston & Worcester railroad line become the Boston & Albany railroad line. A wooden depot is named Cambridge Crossing is built at the corner of Franklin and Cambridge Streets.

1868 - The town votes to authorize the establishment of a second post office. It is decided that the Post Office be called Allston. The president of the Boston and Albany Railroad issues an order changing the name of the Cambridge Crossing Depot to the Allston Depot.

1870s - Predominance of meatpacking and slaughteryard activities; municipal mismanagement foreshadows annexation; municipal facilities growth

1870 - Due to public health and safety concerns, the State orders that all slaughtering activities within a six mile radius of the State House be consolidated into one facility in Brighton to be known as the Abattoir. Abattoir is the French word for slaughteryard.

1871 - Archbishop Williams authorizes the construction of the present St. Columbkille's Church.

1872 - The Brighton Abattoir is constructed. The State orders that the Abattoir be equally accessible to both Brighton and Watertown. A sixty acre parcel along the Charles River is chosen (near the present day Soldier's Field Road Extension). The era of private slaughtering comes to an end.

1872 - St. Margaret's Church purchases the Episcopalian Church of the Epiphany.

1873 - The Everett Primary School establishes the first public kindergarten program in America

1873 - The Abattoir opens for business. It would eventually become the country's largest stockyard prior to Mr. Swift's move of operations to Chicago.

1873 - October: Town of Brighton votes to annex itself to the City of Boston

1874 - January: Brighton officially becomes a neighborhood of the City of Boston

1874 - A new facility for the Bennett Grammar School is constructed on Chestnut Hill Avenue.

1874 - The Holton Library is built on Academy Hill Road (site of the present day Brighton Brand of the Boston Public Library).

1875 - The Brighton / Newton boundary is redrawn for the purposes of placing the Chestnut Hill Reservoir solely in Boston. Newton is compensated with the transfer of approximately 100 acres of prime real estate on Washington Hill.

1876 - The Methodist Church is built on the corner of Harvard and Farrington Streets.

1879 - The Allston Grammar School on Cambridge Street near Harvard Avenue opens. The name is changed in 1893 to the Washington Allston School.

1880s - Transportation networking all through the neighborhood; electric streetcars make first appearance; streetcar suburbs

1880 - The Stanwood Estate, a forty acre parcel on Foster Street, is purchased for use a Catholic cemetery by Father Patrick J. Rogers, pastor of St. Columbkille's Parish

1881 - The Brighton Stockyards are moved from Brighton Center to North Brighton (site of the Honeywell Bull plant)

1881 - Construction of St. John's Seminary commences. The structure is constructed with Brighton puddingstone quarried on the site. Eventually the Plummer and Osborn estates are purchased and added to the Seminary's grounds.

1885 - Brighton's first weekly newspaper, the Item, is established. William Wirt Warren founds the paper and will edit it until his death in 1944. Other periodicals had made brief appearances prior to the Item: the Mercury, 1851; the Reporter and the Gem, 1860; the Messenger, 1871, which survived for five years.

1886 - Mount St. Joseph's Academy is established.

1887 - The Boston and Albany railroad replaces the old wooden Allston Depot.

1888 - December 21, Midnight: the first trolley line in Boston runs from Allston Railroad depot to Park Square; this was the beginning of what is known today as the Green Line. Two cars ran from Braintree Street down Harvard Avenue to Coolidge Corner in Brookline, then along Beacon Street, Massachusetts Avenue, Boylston Street and into Park Square.

1888 - Allston Power Station constructed to provide electricity for Beacon Street Line and Allston/Brighton Branch located on Braintree Street.

1889 - The Brighton Hotel is demolished.

1890s - The City of Boston purchases a parcel of land owned by Boston City Councillor Henry B. Goodenough for the location of Brighton's first municipal park. The park was named Rogers Park in honor of Allston resident Hiram Rogers, President of the Boston Board of Aldermen.

Infrastructure, open space and public health issues at the foreground. Slaughteryard and meatpacking industries in decline. Railroad expansion.

1891 - St. Joseph's Academy, a girls school, opens on the Henry B. Goodenough estate on Cambridge Street.

1892 - Construction of Commonwealth Avenue begins.

1893 - Boston Police Station #14 is constructed on the site of the old Brighton Hotel.

1893 - The Congregationalist Church builds a new church on Quint Avenue.

1894 - The new high school is constructed. Later it would become the Taft Middle School.

1894 - St. Anthony's Church is established in North Allston.

1894 - The William E. Smith Playground opens. Between 1906 and 1916 three more parks are created - the Ringer Playground, the Chestnut Hill Playground, and the Portsmouth Street Playground.

1895 - The Unitarian First Church moves to a new building on Chestnut Hill Avenue.

1895 - The Episcopalian St. Luke's Church is built in Brighton.

1897 - Harvard College constructs Carey Cage athletic facility and a play field on a tract of land in Allston.

1899 - Charles River Speedway opens - "Located where the MDC recreation area on Soldier's Field Road is now, the speedway wa part of a larger recreation park designed by Frederick Law Olmstead." The grounds included not only the speedway but stables and a clubhouse.

1900s - Development of Commonwealth Avenue; cultural and ethnic diversity develops rapidly

1903 - Harvard Stadium is constructed in Allston.

1903 - The Hill Memorial Baptist Church opens on North Harvard Street.

1908 - St. Gabriel's Monastery is established on the grounds of the Bellevue Estate.

1908 - Our Lady of the Presentation is established in Oak Square.

1908 - St. John of God, a hospital for the terminally ill, opens on Allston Street.

1911 - The Oak Square Methodist Church is founded.

1913 - A Congregationalist church for the Faneuil section of Brighton is built on the corner of Brooks and Bigelow Streets.

1913 - The Oak Square fire station is built.

1914 - St. Elizabeth's Hospital moves its facilities from the South End to an 8 acre site on Cambridge Street in Brighton.

1918 - The Archdiocese of Boston is bequeathed over two million dollars by theatre owner Benjamin F. Keith. Cardinal O'Connell uses the money to create a "Little Rome" of church-affiliated buildings on the hills of Brighton.

1922 - Construction begins on the Cenacle Convent on a 17 acre site facing Lake Street.

1923 - The Andrew Jackson School is constructed.

1924 - The Alexander Hamilton School is constructed.

1925 - The James A. Garfield School is constructed.

1926 - Cardinal O'Connell appropriates funds from the Keith estate to construct the Archbishop's residence on Commonwealth Avenue.

1927 - The Harriet Baldwin School is constructed.

1927 - A new municipal courthouse is completed.

1927 - The Harvard Business School complex is built across North Harvard Street from Carey Cage and Harvard Stadium.

1927 - Brighton residents propose that Chandler's Pond be purchased for park land.

1928 - Aharath Achim, Allston / Brighton's first Jewish congregation is established in North Brighton.

1928 - St. Gabriel's Church is built. The building is designed in the Spanish Mission Style and the grounds are designed and landscaped by the firm of Frederick Law Olmstead, Jr. and John Charles Olmstead.

1929 - The Egyptian Theatre is constructed in Brighton Center. The theatre is designed to show moving pictures and has a seating capacity of 1,700 people.

1930 - A new Brighton High School is constructed.

1931 - The Faneuil Library is built.

1932 - B'nai Moshe is founded in the Commonwealth Avenue section.

1932 - The Thomas A. Edison Junior High School is built.

1933 - The Barrett Elementary School is built.

1937 - The Leo Birmingham Parkway is constructed.

1940s - The land around Chandler's Pond is acquired in order to protect the pond from being filled in for development. The pond and adjacent area were leased to Malcolm Chandler, a local ice dealer.

1941 - The Alice Gallagher Park is established along the south margin of Chandler Pond.

1941 - The Oak Square Playground is constructed. During the 1940's and 1950's four more parks and playgrounds are added to Brighton's growing park system - Joyce, Shubow, Fidelis Way and Hooker Street.

1947 - Ground breaking for the Kennedy Memorial Hospital on Warren Street.

1950s - Public Housing; post World War II development surge

1951 - Fidelis Way, a 648 unit housing project, is completed.

1955 - The Allston Movie Theater is demolished.

1956 - Boston's first Jewish Community Center opens at 50 Sutherland Road.

1957 - Abattoir closes; property is sold for an industrial park, Leo F. Birmingham Parkway & Soldier's Field Road Extension.

1957 - The Faneuil Housing Project, 258 units, is completed.

1959 - The Egyptian Theatre is demolished.

1962 - The Capitol Movie Theatre is demolished.

1964 - Weston to Allston segment of the Massachusetts Turnpike is opened.

1967 - The Brighton Stockyards are demolished.

1970 - The Hobart Street Play Area is established.

1976 - The Brighton Town Hall building is demolished.

1977 - St. Margaret's Episcopal Church is demolished.

1984 - St. Elizabeth's Hospital original building is demolished.

III. PLANNING VISION

The primary purpose of any neighborhood plan is to articulate a planning vision for the neighborhood's future. The vision provides neighborhood residents, members of the business community, and others with a sense of direction and priorities for guiding the neighborhood's future growth and development. In order to be effective as a tool for managing growth and development, the planning vision must be comprehensive in its consideration of the different and, in some cases, divergent elements that comprise a community.

A PLANNING VISION FOR ALLSTON-BRIGHTON

Allston-Brighton is a community with a strong and vibrant mixture of low- and mid-density housing types. The thriving neighborhood commercial centers at Harvard Avenue, Brighton Center and Oak Square give definition to Allston-Brighton's boulevards and are supported by the adjacent residential districts. Commonwealth Avenue, the quintessential tree-lined boulevard winds its way through Allston-Brighton, linking neighborhoods to each other and to downtown Boston. The public and private open space resources generously dot the western edge of Brighton and line the Chestnut Hill and Charles River sections of Brighton and Allston. The strong commercial and industrial base provides job opportunities not only to neighborhood residents but also the larger metropolitan area. The neighborhood is also home to several of Boston's institutions, among them, Harvard University, Boston University, Boston College, and St. Elizabeth Hospital, which all contribute to Allston-Brighton's economic base.

Prior to the IPOD planning process, development in Allston-Brighton often occurred without substantial community input, and without the benefit of sound land use policies. Because of the IPOD, development policies have clearly focussed on supporting and strengthening Allston-Brighton's assets as a residential community. Permanent zoning must solidify this focus and assure an expanded economic base for Allston-Brighton.

The planning vision for Allston-Brighton is a comprehensive one. Within its scope is the full range of land uses, housing and economic uses, open spaces, natural resources, and transportation systems which characterize the community. The vision looks at each of these aspects of the community, as well as the interrelationships between them, and projects an image of the neighborhood for the future. This image suggests the types, amounts and areas of growth appropriate to and compatible with the community. The image also suggests geographic areas of the neighborhood which should be preserved -- for example, parks, open spaces and existing residential areas.

Housing

The Allston-Brighton Neighborhood Plan aims first and foremost to protect, preserve and enhance the existing community and its residential nature by assuring that zoning is more reflective of the predominant low- and mid-density characters. Of primary importance is the maintenance and enhancement of its strong residential character. Providing affordable housing is also one of Allston-Brighton's top priorities, one which must be addressed through the preservation of

affordable units within the existing housing stock and the production of additional units within the community as well as in Allston Landing.

Commercial and Economic Revitalization

In addition to preserving and expanding Allston-Brighton's housing stock, the Neighborhood Plan seeks to promote opportunities for commercial growth and the development of new economies. Appropriate new zoning that reflects the types of neighborhood business districts which exist in Allston-Brighton will serve to strengthen commercial centers and foster new growth within them. Visual improvements to the commercial centers will also result from the implementation of the design guidelines established in the Allston-Brighton Zoning Article.

The Plan also seeks to take advantage of Boston's potential for the development of new economies. Fueled in large measure by the presence of medical and educational institutions Boston's new economies will be the source of high-quality jobs in the 1990s and on into the 21st century. Through sound institutional master planning and close cooperation between neighborhood residents and institutional representatives, the growth in Allston-Brighton will provide these high-quality jobs for neighborhood residents. Significant opportunities for private sector new economy growth exist in the development potential of Allston Landing.

Boulevards

Strengthening and enhancing the neighborhood links is important to connecting the various parts of the community. The neighborhood boulevards form connectors between the commercial centers and the residential areas, while other streets form connectors which strengthen the streetscape between open space resources. Planned improvements to Allston-Brighton's boulevards and streets will help to ensure that they retain their importance as connectors between parts of the community and enhance the overall attractiveness of the neighborhood.

Traffic and Transportation

Improving traffic and transportation systems throughout the neighborhood is another major goal of the Allston-Brighton Neighborhood Plan. Recommendations for achieving this goal include: improving traffic flow and safety on major arterials; improving the availability of customer parking in commercial districts; and improving the availability of parking for neighborhood residents.

Institutional Planning

Allston-Brighton is home to several medical and educational institutions whose roots in the community go back to the late 19th century. Since that time, the presence of these institutions has contributed significantly to Allston-Brighton's economic base, as well as to the employment of neighborhood residents. The growth of institutions has, at times, also created adverse impacts on the predominantly residential character of the neighborhood. The goal of the Allston-Brighton Neighborhood Plan, with respect to the institutions, is to accommodate their future growth needs in ways which are compatible with overall neighborhood priorities.

Open Space

As the most important complement to Allston-Brighton's residential character, public open spaces -- including parks, playgrounds, sports fields, and community gardens -- receive a high priority in planning for the neighborhood's future. Preserving and enhancing these public open spaces will help to ensure that all neighborhood residents have access to Allston-Brighton's many open space resources. The vision also looks to expanding public open space resources wherever feasible.

THE LONG-TERM VISION

Along with preservation and expansion of the neighborhoods' housing stock, and the strengthening of commercial centers, long-term planning for Allston-Brighton calls for the weaving together of the neighborhoods of Allston and South Allston. Realization of this goal can be achieved through the planned development of Allston Landing, which will provide the community with the greatest opportunity for residential and commercial growth while providing for additional jobs through the new economies.

IV. PRESERVING AND PROVIDING FOR HOUSING

The vision for Allston-Brighton is to preserve, protect and enhance the predominant existing residential neighborhoods and is reflected by the number of acres within Allston-Brighton that are zoned residential and are shown in the Zoning Concept Plan (Map ___). Further, the vision calls for ensuring a diverse mix of residents and providing opportunities for the production of affordable housing.

Allston-Brighton's residential character is as varied and diverse as its population. Housing types in Allston-Brighton range from the low density one-and-two family homes to the high-density apartment buildings. Walking down a street in either Allston or Brighton, this wonderful diversity in housing is reflected in the generally subtle but at other times, not too subtle, change in building materials and architectural design.

This unique residential quality stems from its development history. While the higher density apartment buildings create the character of the Commonwealth Avenue corridor and extends the pattern of development from the Back Bay, the rest of Allston-Brighton is a vibrant mix of low and mid-density housing types. This lower density core has structures which range from the predominant one family character of Lake Street to the two-family neighborhood in the vicinity of Aldie Street.

In yet other areas, such as Raymond Street, a single street will boast of a variety of housing types and styles. This fabric was created as a single developer erected identical types of structures with similar floor plans on a few, almost similar, lots. A second developer might have then constructed a different housing type on lots down the street from the first group of homes. These new homes might have been of a different architectural style and on lots that varied in size from the first set. Thus, the residential units can range from wood-frame detached structures to brick attached buildings.

The combination of housing styles and types have resulted in a streetscape that generally is unique to a specific street or set of streets.

Interspersed within Allston-Brighton are areas which have an identifiable historic character. Aberdeen and Sparhawk are two such areas. Sparhawk, which was first settled in the 17th Century contains single family and double homes built in the late 19th Century, and World War 1 Colonial Revival two family homes. Homes in the Aberdeen section were developed in the late 19th Century. The primary feature of this section is that road and building development was sensitive to the natural topographical contours of the land. These areas add to the diversity of Allston-Brighton.

Scattered through the community are large parcels of land that had been designated in the 1976 Boston Redevelopment Authority study as Urban Wilds and include Oakland Quarry, Crittenton and St. John's Seminary. For the most part, they maintain a predominant natural character and are highly valued by the Allston-Brighton community for the visual, environmental and recreational relief they offer to the urban fabric. These parcels provide an opportunity for the

ALLSTON-BRIGHTON CONCEPT PLAN
RESIDENTIAL
PROTECTION AREA
1. ABERDEEN
2. SPARHAWK
CONSERVATION PLANNING OVERLAY DISTRICT
OPEN SPACE
NEIGHBORHOOD COMMERCIAL CENTER
ALLSTON LANDING ECONOMIC DEVELOPMENT AREA
INDUSTRIAL DEVELOPMENT AREA
NEIGHBORHOOD CONNECTORS

development of additional housing while preserving and protecting the environmental features.

The provision of affordable housing has been one of the priorities of both the neighborhood and the Mayor but, because of the economic pressures placed on the housing stock in Allston and Brighton fewer units were affordable in the mid-1980s. These pressures include the increased pace of condominium conversions during the mid-1980s; the increased demand for housing as the "baby-boom" generation started creating new households; and the demand for off-campus units by the student population. While the demand for the units increased, the supply remained almost unchanged.

Primarily because the falling pace of condominium conversions, these pressures seem to have abated. Now is the opportunity to develop strategies for the provision of affordable housing for Allston-Brighton.

POLICY GOALS

Through the planning process with the Allston-Brighton community, a number of neighborhood-wide goals have been identified which include:

- Maintain and preserve the existing fabric with new development supportive of such fabric.
- Protect areas with special historical character.
- Provide for new residential development while preserving the environment.
- Ensure a diverse mix of residents.
- Create multi-service residential environments.
- Produce, preserve and protect affordable housing.

no emphasis on open space

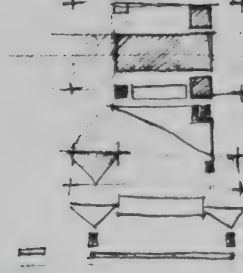
Zoning strategies to accomplish each of the goals are described in this chapter. Finally, recommendations are detailed that require further action either by the Allston-Brighton community or the City.

GOAL: MAINTAIN AND PRESERVE THE EXISTING FABRIC WITH NEW DEVELOPMENT SUPPORTIVE OF SUCH FABRIC.

Allston-Brighton is a residential community. The predominant land uses are low to mid-density housing. In fact, about _ percent of the neighborhood's land use is devoted to housing.

These residential neighborhoods are the core of Allston-Brighton and are vital to the continued health of the community because of their stability in both housing stock and population.

The physical diversity in housing types is very reflective of the different stages of its growth. The charm of the residential streets lies in the rhythm of the houses down the street as well as the mix of housing types.



The primary goal of the planning and zoning initiatives is to maintain and preserve this existing fabric and to ensure that new development is supportive of it.

To achieve this goal, the Allston-Brighton Neighborhood Zoning Article is tailored to meet the land use and planning vision for Allston-Brighton and will be adopted with this Neighborhood Plan. In addition, the Boston Zoning Code has been revised not only to make zoning regulations more consistent with the built environment but also to allow for appropriate "contextual" development to occur as-of-right. The Neighborhood Plan and Zoning Article will result in the maintenance, enhancement, and promotion of the character of residential neighborhoods in terms of density, housing types and design.

The Zoning Code in the past has not been reflective of the built environment. Through the use item table and the dimensional requirements the two family and mixed residential areas were not actively promoted or protected. In addition, if some areas of Allston and Brighton were built to the floor area ratio allowed by the zoning, the density and fabric of the neighborhood would probably result in smaller houses set back further from the street than they now are.

To protect the existing mid-density residential character of Allston-Brighton, new zoning districts have been created and added to the Boston Zoning Code and mapped on the Allston-Brighton Neighborhood Zoning Map (See Map ___) which more closely reflect the existing land use patterns. Most appropriate for Allston-Brighton are the two-family and mixed residential districts.

Allston-Brighton has a large number of two-family homes. These homes have a variety of architectural types with most having pitched roofs and front porches. The purposes of the two family district are to protect and reinforce this character while providing regulations for appropriate new infill construction. Allowing as-of-right compatible minor additions, enclosures and conversions to existing two-family structures is important as it allows the homeowner to expand without going through an extensive Board of Appeal process while maintaining the distinct character of these two-family neighborhoods.

[2R photo]

The two-family zoning district includes approximately --- properties and is extensively mapped in Allston and Brighton and allows a property owner to construct as-of-right minor additions to those walls that are already 70% non-conforming with the yard dimensional requirements. Preservation of the front porch and the resulting openness of the street presence are strongly promoted. Unlike the previous zoning, under which most of the existing structures violated a number of requirements, this district legalizes the existing two-family character and strengthens this neighborhood character by allowing contextual infill development and some conversions from one to two family.

Other areas of Allston-Brighton have neighborhoods that have a more eclectic character. These areas have a mixture of housing types -- one, two, three and four family. There often is no rhythm to the development pattern and it is not unusual to see all mid-density housing types well represented.

To preserve and protect these areas, a second mid-density district was developed and is called the Mixed Residential District. The purposes of this district are to provide appropriate regulations for medium density and diverse housing types; facilitate development of varied medium density housing types; provide regulations for appropriate new infill construction; and allow as-of-right compatible minor additions, enclosures, and conversions to existing structures. This district requires that regardless of the total number of units on site, each unit have 2,500 square feet of lot area and establishes a ceiling of four (????) units.

[mr photo]

In Allston-Brighton, this Mixed Residential district replaces, for the most part, the R.8 District and includes ____ properties. It is extensively mapped in Allston where a variety of housing types exist on a single street, including a mixture of one, two and three family units. There is no consistency in the lot area pattern in these areas.

In recent years Allston-Brighton has seen the construction of buildings on the Commonwealth Avenue Corridor that are out of character with the predominant height of the buildings along the Corridor. To ensure that this trend does not continue, height restrictions have been placed on Commonwealth Avenue which vary from _____ feet in those areas zoned H-1 to 35 feet in those areas zoned R.5.

Poorly written

Because Allston-Brighton grew as a series of small developments, lot areas vary from area to area. For example, the lot area of the single family homes on Lake Street are quite different from those on Embassy Drive. The Boston Zoning Code establishes lot area and yard requirements that properties in both these areas could never meet since the lot areas in these neighborhoods tend to be smaller than those required by the code. Thus, a property owner can do very little as-of-right and needs Board of Appeal approval for almost any minor addition that he/she might propose because the lot or yard requirements cannot be met. To address this issue, the Allston-Brighton Neighborhood Zoning Article details lot and yard specifications to be more reflective of the existing built environment at the sub-neighborhood level.

I would like a rec

In conjunction with the modifications as detailed in the preceeding paragraph, minor additions will be allowed as-of-right which will decrease the regulatory burden on the owner.

This Allston-Brighton Neighborhood Zoning Article supports the expressed desire of the community for a reduction in the number of "flag lots" and requires street frontage for all new development. These types of lots occur when property owners with large lots propose subdivision of their lots in a manner that allows the construction of a new building behind an existing structure. In addition to safety issues, such development diminishes the streetscape and the sense of a coherent neighborhood place.

[drawing]

[illegible]

[illegible] is called the Mixed Residential District. The purposes of this district are to [illegible] the zoning regulations for medium density and diverse housing types; [illegible] development of varied medium density housing types; provide [illegible] appropriate new infill construction; and allow as-of-right [illegible] or additions, enclosures, and conversions to existing structures [illegible] structures that regardless of the total number of units on site, each [illegible] 2,500 square feet of lot area and establish a ceiling of four (???)

[illegible]

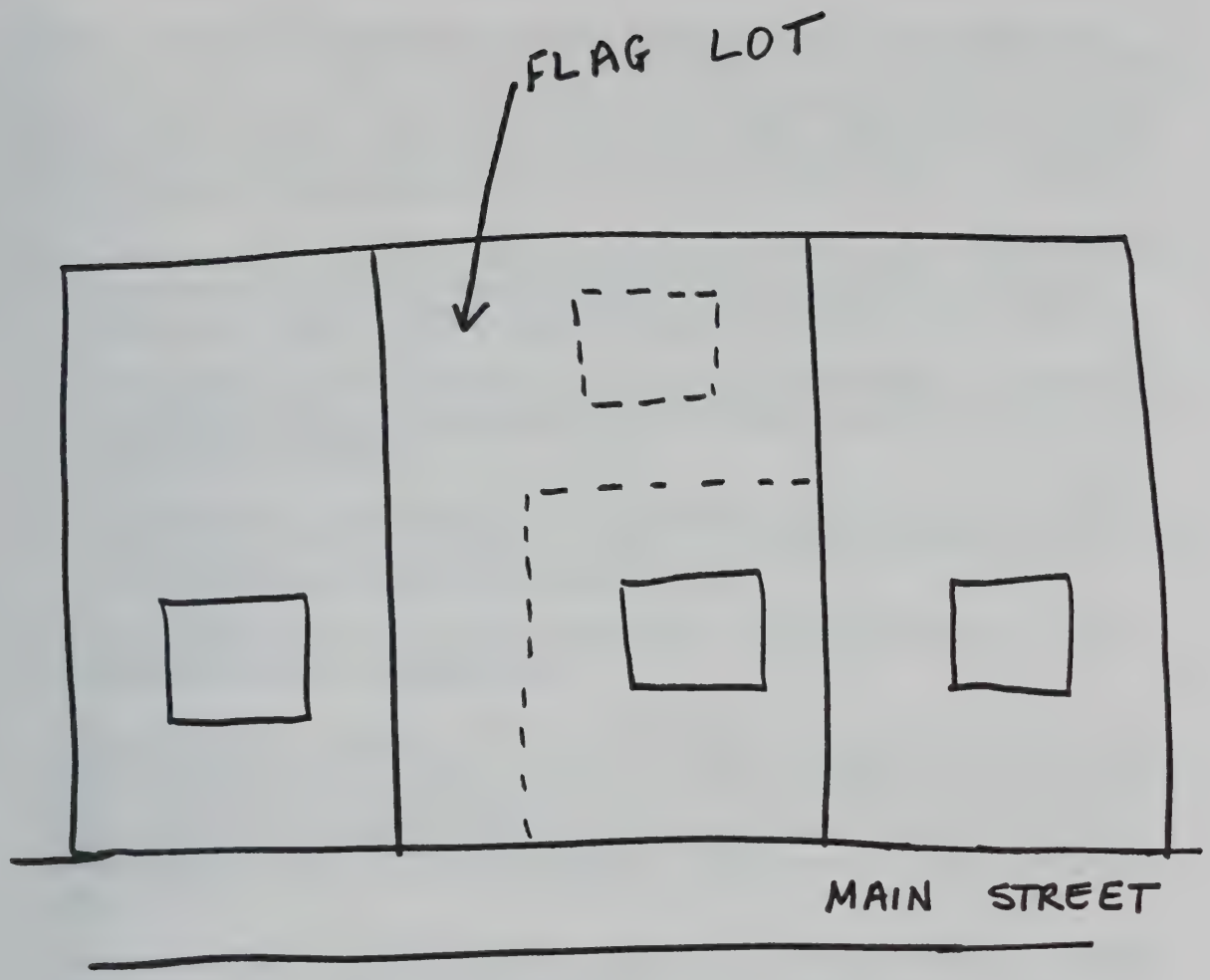
[illegible] Allston-Brighton, this Mixed Residential district represents, for the most part, the R-8 District [illegible] zoning judges [illegible] proportions. It is extensively mapped in Allston [illegible] varied, at housing types exist on a single street including a mixture of one, two, and three family units. There is no clear [illegible] in the location of these areas in these areas.

In recent years, Allston-Brighton has seen the conversion of buildings [illegible] Warren, Western Comfort and are out of character with the predominant [illegible] of the buildings along the Comfort. To ensure that this and does not [illegible] can [illegible] right residentially have been placed on Commonwealth Avenue which [illegible] those areas zoned H-1 to 25 feet in those areas zoned [illegible]

[illegible] Allston-Brighton, drew as a series of small developments in areas [illegible] area [illegible]. For example, the [illegible] area is the single family homes on Lake [illegible] quite different from those on Embassy Drive. The Section Zoning Code [illegible] lot areas and yard requirements that particularize both these areas [illegible] have arisen since the lot areas in these neighborhoods tend to be smaller [illegible] regulation by the code. Thus, a property owner can do very little at [illegible] and needs Board of Appeal approval for almost any minor addition that [illegible] proposes because the lot [illegible] cannot be met. To [illegible] this issue, the Allston-Brighton Neighborhood [illegible] Zoning Action Details [illegible] and specific zones will be more reflective of the existing built environment at [illegible] neighborhood level.

[illegible] with the modifications as detailed in the preceding paragraph, [illegible] will be showed as-of-right which will direct the regulatory [illegible] in the center.

[illegible] Neighborhood Zoning Article supports the economical, [illegible] by for a reduction in the number of "big box" and [illegible] for all new development. These types of lots occur when property [illegible] lots exceeds a [illegible] of their lots in a manner that allows [illegible] of a new building behind an existing structure. In addition to [illegible] development diminishes [illegible] and the [illegible] dimensions neighborhood place.


FLAG LOT
MAIN STREET

Finally, the Zoning Code allows a property owner to appeal the requirements of the Code. Thus, a property owner who cannot meet the dimensional requirements of zoning or who desires to operate a use that is not consistent with the zoning, can request a variance from the City's Board of Appeals. Each Board of Appeal application for variances must be reviewed by the Allston-Brighton community according to the following tests:

A. Special circumstances or conditions applying to the land or structure and are peculiar to such land or structure and that those circumstances would deprive the appellant of the reasonable use of such land or structure.

B. The granting of the variance is necessary for the reasonable use of the land or structure based on reasons of practical difficulty and demonstrable and substantial hardship.

C. The granting of the variance will be in harmony with the general purpose and intent of the Zoning Code, and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

The Allston-Brighton community must attempt to be as objective as possible in their review of Board of Appeal cases.

In the past, despite opposition from the Allston-Brighton community, variances have been granted by the Board of Appeals. This Neighborhood Plan is important to the Allston-Brighton community as it clearly states the vision and goals of the neighborhood. In the past, without detailed goals and recommendations, the Allston-Brighton community had to be vigilant in their review of Board of Appeal cases.

However, while ensuring the residential quality of the neighborhood, the Allston-Brighton community must be particularly careful in preserving the quality-of-life of its residents. In the past, the community has seen Board of Appeal applications requesting an increased occupancy. Applicants generally propose use of the basement as additional units. Generally, these applications have been denied by the Allston-Brighton community. While the Allston-Brighton community must be concerned with the production of additional units, this concern must be carefully weighed against the quality of life of the occupants of these basement units and the secondary impacts of increased density.

<u>Recommendations:</u>

1. To the greatest extent possible, proposed projects that require Board of Appeal approval must be reviewed in the context of the goals and objectives of the Allston-Brighton Neighborhood Plan and against criteria that are as objective as possible. Projects must be supportive of the goals of the Allston-Brighton community and community decisions on the projects must be based on the understanding of the practicable difficulty and demonstrable and substantial hardship of the applicant.

2. Opposition to request for variances to allow basement apartments must continue by the Allston-Brighton community.

GOAL: PROTECT AREAS WITH SPECIAL HISTORICAL CHARACTER.

An important element of the residential character of Allston-Brighton is the concentration of homes that have a special historical character. These homes, all with similar architectural features, bring to the neighborhood the connection with its history.

Sparhawk and Aberdeen are two areas in Allston-Brighton whose historic structures create unique characters. Each developed at different times(???) and still, to a large extent, maintain the essence of their respective patterns of development.

Aberdeen grew in the 1890s as a residential community because of the proximity to the Beacon Street streetcar line. A key feature of this area is the mixture of architectural styles which include Jacobethan, shingle and Queen Anne. Today, Aberdeen still maintains a great deal of its charm. The streets wend their way through the neighborhood and offer a pleasant variation from the grid street pattern of most of Allston and Brighton. A number of homes still exist that retain most of their character and are easily identifiable by the extensive stonework on the first floor.

{photos}

Sparhawk Street gets its name from the Sparhawk family who first moved to Brighton, at that time called Little Cambridge, in 1649. The Sparhawk homestead stood near the present Sparhawk and Market Street intersection. In 1873, the Sparhawk family surveyed the land for residential development and subsequently a number of large Victorian homes were built. These elegant homes add to the architectural diversity of Allston-Brighton. Today, because these homes are still standing, Sparhawk still maintains most of its character. A few additions have been made to existing homes that detract from the integrity of the structures, while in other cases, brick apartment buildings have been constructed.

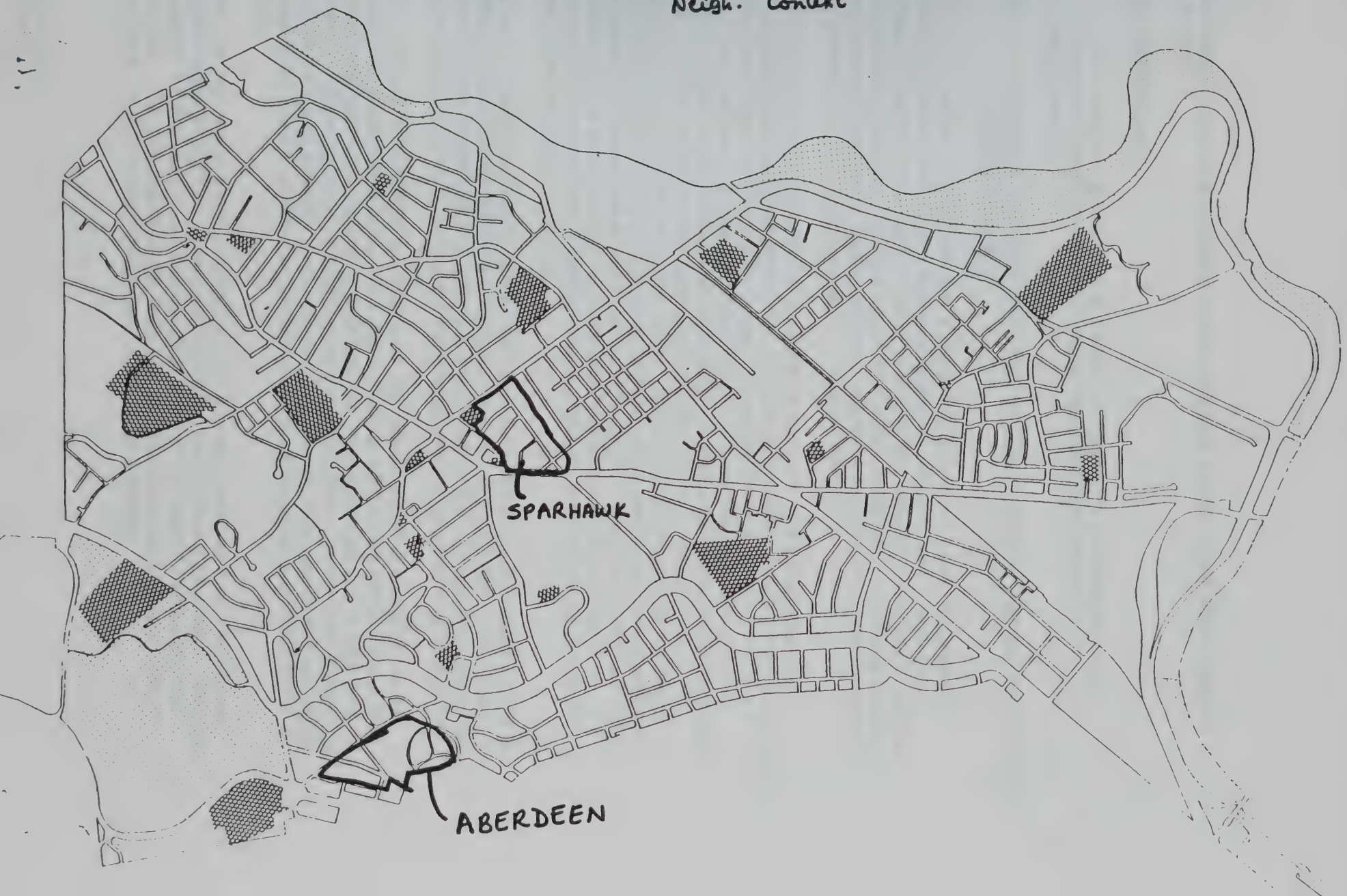
The first approach is through a set of design guidelines in the Zoning Code supportive of the goal of preserving and protecting this unique character. These guidelines require an applicant to submit plans for proposed additions and modifications to the Boston Redevelopment Authority for design review prior to obtaining a building permit. With the Landmarks Commission staff, the Boston Redevelopment Authority will review such plans for conformance with the integrity and character of the Aberdeen and Sparhawk sections.

The second is through Landmark District designation. A Landmark District is placed on an area which contains physical features or improvements, or both, which are of historical, social, cultural, architectural or aesthetic significance to the city and the commonwealth, the New England region or the nation. If appropriate, the community may seek listing of these areas on the National Register of Historic Places.

Should this be Landmark designation

With either one of these designations, the community gains by the preservation of the character of these areas. If the property is income producing, the owner becomes eligible to apply for certain federal tax incentives for substantial

- "SPECIAL HISTORIC AREAS" -
Neigh. Context



rehabilitation according to the standards set by the United States Department of the Interior.

Recommendations:

1. To permanently preserve and maintain the integrity of these two areas, Landmark District designation should be actively pursued by the neighborhood.

GOAL: **PROVIDE FOR NEW RESIDENTIAL DEVELOPMENT WHILE PRESERVING THE ENVIRONMENT.**

A total of 91 acres of land now exist in Allston-Brighton that were designated in a 1978 Boston Redevelopment Authority study as Urban Wilds. These areas, scattered throughout the western section of Brighton, contain a number of natural features which include a hemlock forest and rock outcroppings in several places. They are highly valued by Allston-Brighton residents because they provide visual, environmental and recreational relief to the urban fabric.

These parcels range in size from two acres to 42 acres and include, among others, Oakland Quarry, Crittenton and St. John's Seminary. Most have structures on them and have been well maintained. These areas have features that are unique and not found in the rest of Boston. On these sites, the remnant of a hemlock forest, apple orchard, and specimen rhododendron bushes all continue to thrive. Another boasts of a 20 foot high rock outcropping. Yet another maintains an alley of mature shade trees. These natural features are not found in other areas within the city limits except perhaps within parkland. The vegetative features of these sites are susceptible to damage. For example, a hemlock forest has certain light and drainage requirements. If the drainage is altered, for example, if the run-off from parking areas were laden with pollutants, this forest could suffer irreversible damage.

Because these parcels are privately-owned, it is most desirable to allow for some development while respecting the natural character and preserving the natural features. The Conservation Planning Overlay District (CPOD) has been developed and works in conjunction with the underlying zoning to accomplish these goals.

The purposes of the CPOD are to ensure that development in areas of natural beauty and significance occurs in a manner which will protect and conserve the natural features of such areas; to promote the most desirable use of land and direction of development in such areas in accordance with a well-considered plan; to protect aquatic, biologic, geologic, and topographic features having ecological conservation values; and to protect and enhance the natural scenic resources of the city.

While the underlying zoning establishes the allowed uses and the dimensional requirements, the CPOD, as an overlay district, establishes a process for site plan review by the City's Environment Department and the Boston Redevelopment Authority. This process attempts to locate any development on the land so that it will have the least possible impact on the natural features.

- CONSERVATION PLANNING OVERLAY DISTRICT -

Today, the Allston-Brighton community greatly values these areas for their physical and visual relief from the urban fabric. The present property owners allow neighborhood residents the use of these areas for passive recreational purposes.

Recommendations:

1. Any proposed development should be respectful of the environmental and vegetative qualities of these sites. Developers must ensure site plan submittals preserve as much of the environmental qualities and that impacts, are mitigated so as to minimally impact the existing vegetation. In addition, a developer of these sites must consider allowing the neighborhood access for passive enjoyment of the environmental and vegetative features.

GOAL: ENSURE A DIVERSE MIX OF RESIDENTS.

Allston-Brighton is one of the City's best integrated and most diverse neighborhoods. The residential character of Allston-Brighton is strong and provides a variety of housing types. A diversity in housing which contain units that support not only single but family housing is important to strengthening the residential quality of Allston-Brighton. The maintenance and construction of a variety of housing units in the widest possible price range will result in a social mix, not only of social classes but also of household types.

This social mix will have an economic impact through the support of a variety of local businesses and services.

The zoning is supportive of this goal because it allows, through the various zoning districts, a variety of housing types.

Recommendations:

1. Proposals that provide for a variety of housing types must have the continued support of the Allston-Brighton community. In addition, to promote the family-based quality of Allston-Brighton, special emphasis must be placed on providing for family housing.

GOAL: CREATE MULTI-SERVICE RESIDENTIAL ENVIRONMENTS IN NEIGHBORHOOD CENTERS.

Multi-service residential environments in neighborhood centers, which accommodate not only a variety of commercial but also residential uses strengthen neighborhood centers. The residential presence is especially important during the evening/night and weekend hours as they add life and activity to these areas. In addition, the upper floor residential community will provide a market for the commercial businesses.

To achieve this goal, the Allston-Brighton Neighborhood Article has areas of the Allston-Brighton community zoned for Neighborhood Business Districts. These districts allow for residential upper floor uses.

Recommendations:

1. A variety of activities at the neighborhood centers must be encouraged by allowing a mix of uses to occur. Support of upper floor residential uses will not only provide additional housing but also will bring life and activity to these commercial centers at non-commercial hours.

GOAL: PRODUCE, PRESERVE AND PROTECT AFFORDABLE HOUSING.

Decent and affordable housing for all of Boston's residents is critical to the City's prosperity and to its commitment to preserve its economic and social diversity.

Like a number of other neighborhoods, Allston-Brighton has suffered the impact of the housing crisis of the 1980s and the factors which caused it including: a population growth after a period of population decline; the fact that the number of units built was only slightly higher than that of those lost; a significant decrease in the amount of federal dollars available for low and moderate income housing; and the fact that the City of Boston was providing more than its fair share of affordable housing than were its neighbors in the metropolitan area.

Other factors that have impacted on the number of available affordable housing units include the high number of condominium conversions that occurred during the 1980s; and the demand for housing units by students.

In addition, within the 4.5 square miles of Allston-Brighton there are few vacant parcels owned by the public with the potential for new construction and, there are few state and federal subsidies available. -fee?

In response to the need for Affordable Housing, the City, in April 1987 outlined a three part strategy - production, preservation and protection.

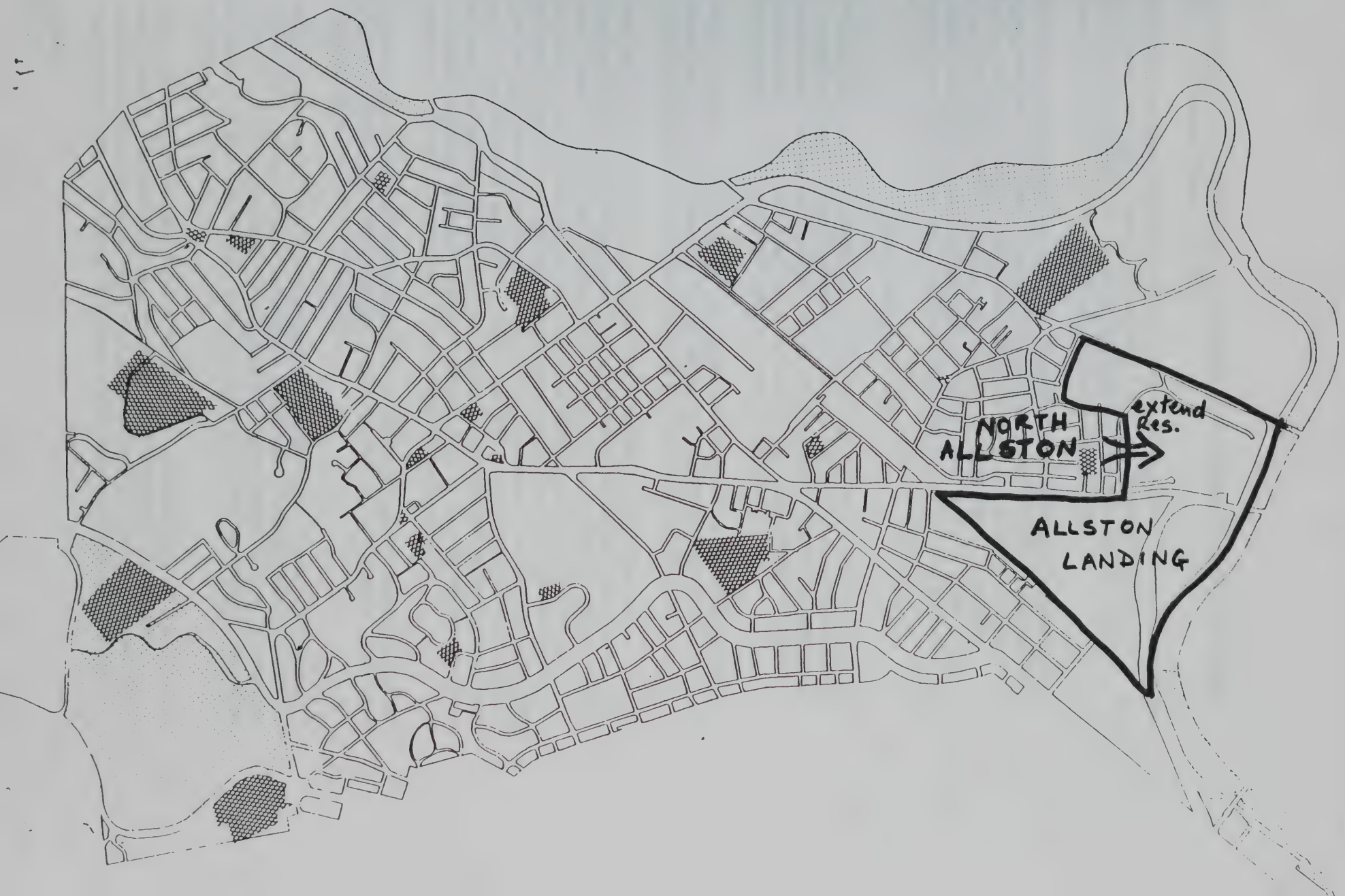
A. Production

The production of new affordable housing units provides several important benefits to the Allston-Brighton community. It adds much needed housing for Allston-Brighton residents, and adds new residents and consumers who strengthen the neighborhood business economy of retail stores and services. It provides jobs for those who build the housing which, in turn, adds new income to the community.

The City's goal is to expand housing opportunities and options for Allston-Brighton residents. The emphasis on the construction of new housing is to provide options for home ownership, including fee-simple condominiums and, limited equity cooperatives. Family rental housing and housing for special needs populations such as the elderly and physically disabled is also a key component.

There are few vacant parcels in Allston-Brighton with the potential for new construction. The area of Allston-Brighton where land is owned by the public and which could support the production of new housing units is Allston Landing. This potential was recognized early, and was, under the

- ALLSTON LANDING – RES./ AFFORDABLE HOUSING -



Interim Planning Overlay District, designated the Allston-Brighton Affordable Housing Reserve District (AHRD).

Based on the analysis that has been conducted by David Dixon & Associates, a planning and urban design consulting firm hired by the Boston Redevelopment Authority, housing is proposed for that section of the Landing between Western Avenue and Cambridge Street.

Under their proposed scenario, ____ residential units would be located on approximately 14 acres adjacent to the existing North Allston neighborhood. Hopedale Street would continue into the Landing while new north/south streets paralleling Windom Street would be constructed. These new residential units would be compatible with the style and character of the existing neighborhood. A height limit of 35 feet would be maintained.

[proposed plan dwg]

This location was considered the most appropriate for the construction of this new residential community as it would reinforce and be supportive of the existing residential one that is presently separated from the balance of North Allston by N.Harvard Street. In addition, it is in proximity to public transportation and neighborhood commercial centers.

The proposed street layout would attempt to ensure that vehicles from the industrial and office/research areas would be directed onto main thoroughfares such as Western Avenue and Soldiers Field Road.

Affordable housing production could occur either through housing development by the developer of the office/research facility and be subsidized by the office/research use, or through a non-profit development corporation using linkage funds, or a variation of both. The provision of linkage funds, is a city initiative which requires payment by developers of commercial development of over 100,000 square feet. Developers pay $6 for every square foot of construction over 100,000 square feet, of which $5 is targeted for housing and $1 for job training. Of the developments proposed in Allston-Brighton, Boston University has agreed to pay $3 million from the proposed Armory development toward the linkage program.

Another area in Allston-Brighton where affordable housing could be created is on the CPOD sites. The property owner and the potential developer must take the initiative to allow this to occur.

An important participant in the production of affordable housing units in Allston-Brighton is the Allston-Brighton Community Development Corporation (ABCDC). In the past, they have created 10 condominium units through the renovation of the Oak Square School, and must continue to play a major role in housing production.

Besides linkage and the efforts of the ABCDC, another tool used by the City is a voluntary inclusionary housing policy which requires developers of market rate housing to set aside 10% of their units for low and moderate income residents. In Allston-Brighton, the developers of Union Square

Condominiums have provided __ low and moderate income units. These efforts must also be continued.

B. Preservation

Besides production, preservation of the existing affordable units is vital. City-wide, the Boston Housing Partnership (BHP) plays a leading role in the preservation of housing units. An alliance of city and state government, private sector executives and neighborhood-based Community Development Corporations (CDCs), the BHP serves as a resource to other CDCs as they attempt to plan and undertake rehabilitation projects.

In conjunction with the BHP, the Allston-Brighton CDC has been active in the Allston and Brighton community for the past 10 years and has renovated 34 units at 6,10,12 Carol Avenue and 20 units at 1-39 Hano Street.

The Allston-Brighton CDC has also been actively involved in the Commonwealth/Glenville apartments and has an option to purchase 235 units within this complex. All units are fully occupied. Approximately 20 years ago, these buildings had been purchased and renovated using the United States Department of Housing and Urban Development Section 236 and 221(D)3 programs. Use of federal money required that the units be maintained as low and moderate income housing. If, after 20 years, an owner pays off their mortgage, the units can then be rented at market rates. In cooperation with the Commonwealth/Glenville residents, the CDC intends to purchase these buildings and convert them to affordable limited equity cooperatives.

Finally, the City has been involved in the extensive renovation and rehabilitation of public housing. In ____, the City in conjunction with _____ renovated the Fidelis Way housing project. This $_____M project involved _____.

These initiatives have been important to Allston-Brighton residents and must continue.

C. Protection

Protection of the existing affordable housing stock is as essential an element as are production and physical preservation. Market housing forces can wreck havoc on low-income families and the elderly. As rents escalate, apartments and lodging houses are converted to condominiums and are removed from the affordable housing stock. The biggest threat to affordable housing in recent years has been the trend toward conversion to condominiums. This was combined with rents escalating at 15-20% a year in the early and mid 1980s. Between 1980 and 1987, nearly 25,103 new condominium units were created in Boston. Allston-Brighton was one of the neighborhoods in which conversions were concentrated.

According to the 1989 study entitled Mortgage Lending in Boston's Neighborhoods 1981 - 1987, 88% of the housing units in the Commonwealth Avenue section of Allston-Brighton in 1987 were condominiums. The impact of these conversions on affordability has been severe and has resulted in the erosion of the city's affordable rental stock and the displacement of tenants either by rapidly increasing rents or condominium owners moving into the units that they purchased.

The high number of speculative conversions has resulted in a large number of highly mortgaged condominium buildings. If owners of these properties cannot make their mortgage payments, and if as a result, these buildings are placed in federal receivership, a provision in the Financial Institutions Reform, Recovery and Enforcement Act allows for a 90 day right of first refusal to purchase these properties by public agencies, low income families and non-profit organizations.

In Allston-Brighton, Royal Palm Savings Bank, which holds mortgages on a total of 56 units at 28 Quint and 62/64 Allston Streets is presently in federal receivership. The CDC is actively working with the residents and the Federal Deposit Insurance Corporation to purchase the units.

The high student population in Allston-Brighton also has an impact on the affordability of housing units. Students who elect to live off-campus not only remove units from the market that would otherwise be available to full time Allston-Brighton residents, but, they play a role in decreasing the number of affordable units to a large degree.

The student demand for housing added to the general demand for housing within the Allston-Brighton neighborhood, where the supply of housing is limited, has resulted in a general increase in the rental costs. In many instances, five students can afford to rent a three bedroom unit at a rental rate a family of five may have difficulty in affording.

With the proposed construction of additional beds by Boston University and Boston College, more apartment units will be available to individuals and families in Allston-Brighton.

Finally, the renters of Allston-Brighton are particularly vulnerable to the market forces. The City has enacted a number of policies to protect renters. They are enforced by the Rent Equity Board. The rent control ordinance limits rent increases and give tenants rights from unfair and arbitrary evictions. The rent control laws applies to all ??? buildings with absentee landlords.

Several years ago, the law was extended to protect subsidized apartments facing expiring subsidies, to discourage owners from converting to market rate housing. In addition, the City has also enacted laws to protect rental housing and lodging houses from being converted to condominium uses.

Recommendations:

1. The provision of affordable housing units is a top priority in the development of Allston Landing. Proposed development for the northern section of Allston Landing, between Cambridge Street and Western Avenue, must include an affordable housing component. This could occur either through housing development by the developer of the office/research use, or through a non-profit development corporation using linkage funds, or a variation of both.

2. The developers of the CPOD sites, the only other large tracts of land, must consider the construction of affordable housing units.

3. The Allston-Brighton Community Development Corporation (CDC) has been an active player in the production of affordable housing. Their efforts into the purchase of Section 236 and 221 housing and mortgages of buildings in receivership must continue.

4. Continued rehabilitation and upgrading of residential units by the City and the CDC must continue. Rehabilitation of the public housing stock is especially important to meet the needs of the low and moderate income residents of the City.

5. The provision of affordable housing units must be a priority in Allston-Brighton because these units generally provide the first housing for new Allston-Brighton residents, and for the existing population on fixed incomes. Affordable units must be created through all three strategies - production, preservation and production.

6. When new large-scale residential structures are proposed, a percentage of the new units must be made affordable.

7. Rent control ordinances must be maintained to ensure that tenants have rights from unfair and arbitrary evictions.

8. Plans for the construction of _____ student beds by Allston-Brighton institutions must proceed rapidly to construction to ensure that those units in Allston-Brighton now occupied by students are available for rental to families. In addition, the institutions in Allston-Brighton must consider providing for additional student beds.

While this chapter has focused on recommendations for housing, the following chapter centers on discussing the issues related to commercial and economic revitalization.

VI. NEIGHBORHOOD CONNECTORS: BOULEVARDS

The vision for Allston-Brighton is to re-establish the boulevards as gateways to the community and to strengthen them as strong visual and physical links between the different parts of the community.

Allston-Brighton's boulevards form a network of Main Streets which provide access to all areas of the neighborhood, to the surrounding communities, to downtown Boston and to the Charles River waterfront. Because of the visual prominence of these streets, they play a critical role in establishing the overall character and image of the neighborhood. Each of these boulevards has its own special fabric reflecting different patterns of land uses, building height, and functions within the life of the community. As front doors to surrounding residential areas, the nature of each boulevard is important in shaping the individual character of these less visible residential streets.

The boulevards also contain Allston-Brighton's major commercial districts and open spaces as well as a wide variety of other commercial and institutional uses that provide essential services to the Allston-Brighton community. They have the potential to form handsome connections between important commercial areas, open spaces, and institutions.

The seven boulevards in Allston-Brighton which have been designated as Boulevard Planning Districts within the IPOD include: Commonwealth Avenue, Harvard Avenue, Brighton Avenue/North Beacon Street, Cambridge Street, Washington Street, Market Street and Western Avenue.

These boulevards have their origins in different eras and can be described as follows:

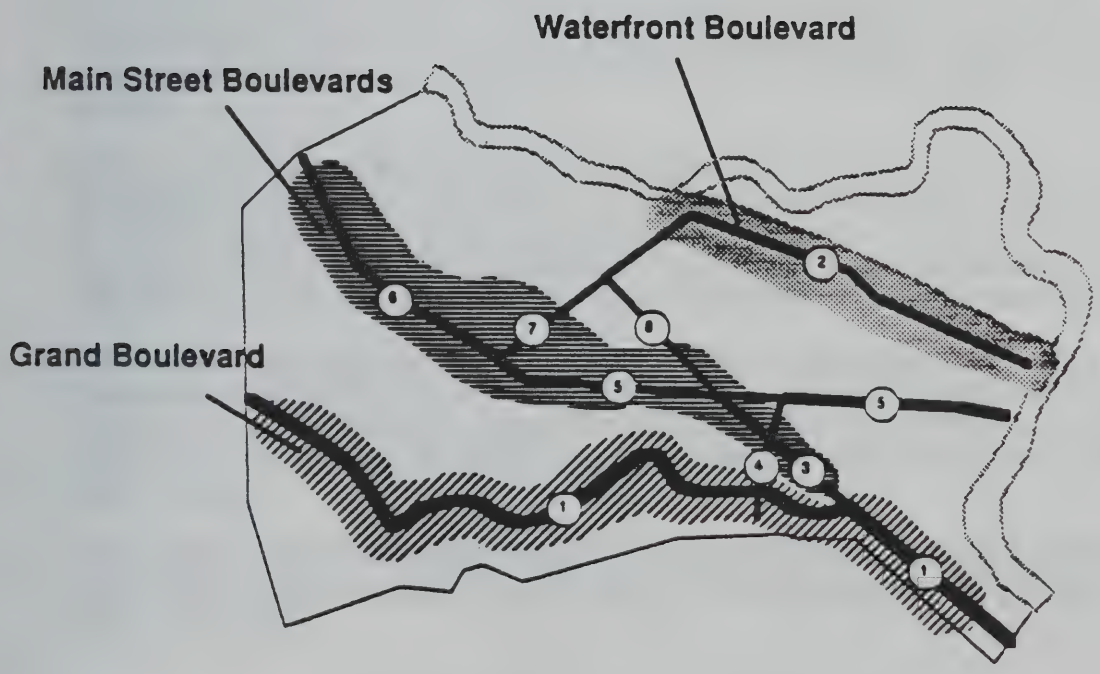
A "Grand" Boulevard with origins in the City Beautiful planning movement such as Commonwealth Avenue reflects the ambitious spirit and vision of the Boston Parks Movement. Its great width (typically 200' wide), grand landscaped mall, and the generous scale and character of its residential architecture mark it as unique within the neighborhood - comparable only to Beacon Street in Brookline and the Jamaicaway.

In addition to serving as an important transportation corridor and open space "spine," Commonwealth Avenue forms the visual and symbolic focus for large sections of the Allston-Brighton community.

A "Waterfront" Boulevard with origins in an earlier waterfront industrial economy such as Western Avenue developed in the nineteenth century as "River Street" which served to channel traffic to Cambridgeport and Boston's West End around congestion at Brighton Center. Its proximity to the wharves along the Charles River enabled it to develop as an important part in Allston-Brighton's early industrial economy.

While the riverfront now serves a recreational function in the life of the city, many of the land uses and buildings between Western Avenue and Soldiers Field Road reflect the previous, more utilitarian, role of the riverfront. Today, Western

Allston-Brighton Boulevards Plan



1. Commonwealth Avenue
2. Western Avenue
3. Brighton Avenue
4. Harvard Avenue
5. Cambridge Street
6. Washington Street
7. Market Street
8. North Beacon Street

Avenue is the principal street of North Allston; a neighborhood physically separated from the remainder of Allston-Brighton by the Turnpike.

"Main Street" Boulevards with origins in the era of the streetcar suburb such as Washington Street, Cambridge Street, Market Street, Harvard Avenue, Brighton Avenue/North Beacon Street owe much to the advent of the streetcar which, in the late nineteenth and early twentieth century, opened up new areas of land on the perimeter of the city to development.

Commercial centers grew up along the boulevards to serve the inhabitants of Boston's first suburbs. Sometimes these commercial areas grew out of older village centers, such as Brighton Center, in other cases they were entirely a product of new development. Unlike the predominantly brick, larger scale, residential architecture typical of Commonwealth Avenue, these boulevards are more modest in character. In addition to commercial buildings, they typically include one to three family homes constructed of wood and set behind landscaped front yards.

The MBTA's Green "A" Line corridor runs along Brighton Avenue, and its continuation as Cambridge Street and Washington Street. Together these three streets form Allston-Brighton's Main Street "spine" which links a series of neighborhood business districts-at Harvard Avenue, Brighton Center and Oak Square-and small but important open spaces including Union Square and Oak Square.

Other streets serve different roles: Cambridge Street, between Harvard Avenue and Soldiers Field Road, and Market Street act as gateways to the neighborhood from the river; Harvard Avenue is a major neighborhood commercial center; North Beacon Street connects Market Street to Union Square and separates a residential area from the mainly manufacturing uses which line the Massachusetts Turnpike.

A decade of dramatic economic growth has seen a resurgence in the city's downtown neighborhoods and is clearly visible in their residential streets and open spaces. However, these changes are less discernible in the neighborhood's boulevards and do not yet reflect the true extent of Allston-Brighton's, or the City's revival.

This chapter details the policy goals; provides an analysis of each boulevard; and describes recommendations that could occur which would enhance the quality of each boulevard.

POLICY GOALS

To ensure that the boulevards once again serve as visible symbols which reflect the spirit and quality of the community, the following goals for the boulevards were established:

1. Promote high-quality urban design;

2. Restorate Commonwealth Avenue to its grand landscape character and preserve and enhance its heritage as a neighborhood connector and open space resource;

3. Strengthen Western Avenue as a gateway to Allston-Brighton and establish it as a Main Street for the North Allston community;

4. Restorate and strengthen the Main Street boulevards as the visual, physical and civic center connectors of Allston-Brighton.

These goals constitute the basis for establishing and implementing the planning vision for Allston-Brighton's boulevards and builds on the neighborhood's significant resources which include a handsome residential building stock, often elegant commercial buildings, and fine open spaces, while addressing key problems which obscure these resources and the true urban design character of the neighborhood.

GOAL: PROMOTE HIGH-QUALITY URBAN DESIGN

To varying degrees, design problems associated with the design of buildings, parking areas and related elements are evident in all the boulevards of Allston-Brighton. In some cases, these problems can be prevented by updating existing dimensional and design restraints contained within the zoning code. In other cases, new design guidelines are required to set goals for future development.

Each change in the physical environment along the boulevards - whether it is a new sign, a residential improvement, or a major development project - contributes something new to the overall character of the neighborhood. But the character of the boulevards is more than the sum of their parts. It derives also from patterns of development, shared characteristics which establish a special character for different districts or streets.

For example, different patterns of building height, front yard setbacks, building character and materials mark the difference between Commonwealth Avenue - the Grand Boulevard - and the series of Main Street boulevards. These differences sometimes reflect different mixes of uses, but also different inspirations and aspirations. While Commonwealth Avenue reflects the spirit of the Boston Parks Movement, the Main Street Boulevards reflect the nature of Boston's first suburbs - the streetcar suburbs.

Today these coherent development patterns are an integral aspect of the character and heritage of mature and stable neighborhoods. This generally well defined and largely positive overall character of the neighborhood is sometimes obscured or interrupted by a series of specific problems, ranging from poor signage and facade design to poor site planning and landscaping. While addressing current needs and priorities such as integrating parking areas into the fabric of these older neighborhoods, changes within these areas should respect the existing strong and cohesive pattern. Guidelines for site planning, landscaping, screening between commercial and residential uses, design, screening and landscaping of parking areas, building design, storefront and signage design follow:

A Site Planning: The character of many areas derives from consistent and appropriate patterns of site planning.

- o Commercial Building Pattern: In older commercial areas, buildings are located at the sidewalk edge. Continuous first floor storefronts line the street and establish a vital, diverse, and attractive pedestrian environment. The continuity of storefronts is especially important in determining the quality and success of a commercial district. Interruptions to the pattern of storefronts created by streetfront parking lots or other elements can dilute the cohesive quality of a business area. Consequently, required parking should be located behind buildings away from the street edge, or -- in the case of shared parking facilities -- at the perimeter of the commercial area where it is least disruptive. In any event, parking areas should always be screened from the street with landscaping and fencing which permits views into the lots but also provides a well designed transition between pedestrian areas and the lot itself.

- o Residential Building Pattern: In most residential areas buildings are set back from the street edge and separated from the sidewalk by a landscaped front yard. Zoning supports this development pattern. Many neighborhood residential districts incorporate landscaped front yard areas which provide a transition between the building and the sidewalk and help to protect the privacy of the dwelling. Landscaped front yards also contribute to the amenity of the streetscape in residential areas as well as providing usable open space.

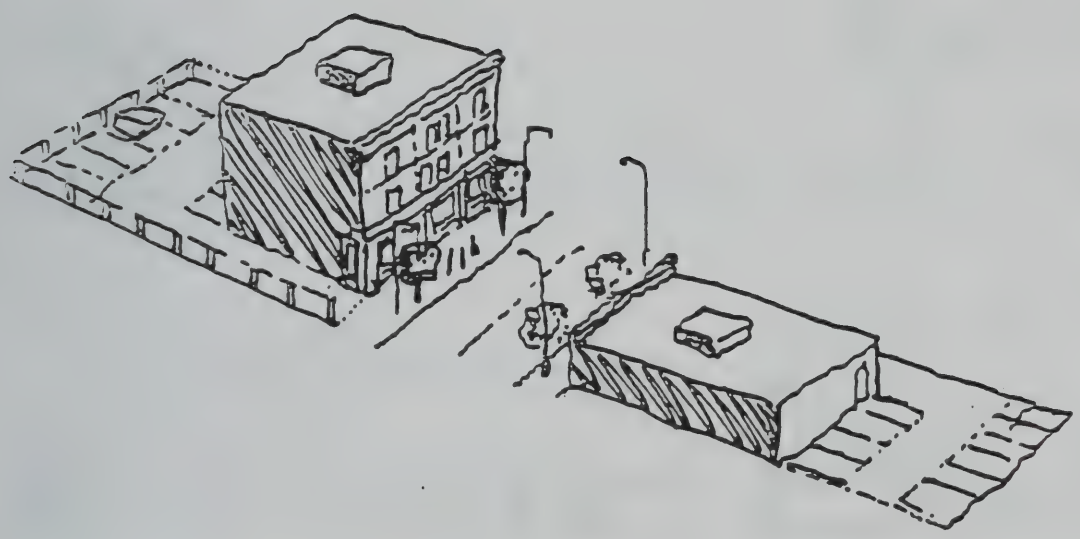
B Parking Design: Careful integration of parking areas into the visual fabric of older commercial districts is an important challenge today. In general, lots should be located behind buildings, lots which must be located at the street edge, should be screened from view from the street with landscaping and fencing.

C Building Character: Special design features - such as bay windows or ornate cornices - and consistent use of building materials contribute to the character of certain areas. New development must respect these patterns while contributing something new to the character of the area.

D Facade and Storefront Design: The building facade defines the relationship between the building and the street. The design of first floor facades is especially important in commercial districts. Facades which incorporate few if any windows create a defensive appearance which can detract from the character of the entire commercial district. Design standard will establish transparency requirements for first floor facades to support an appropriate streetscape character.

E Signage: In many neighborhood business districts poorly designed signage dominates the streetscape and often overwhelms the character of fine neighborhood commercial buildings. Improved signage which is better integrated with the character of individual buildings and adds to their appeal is desirable.

• SITE PLANNING

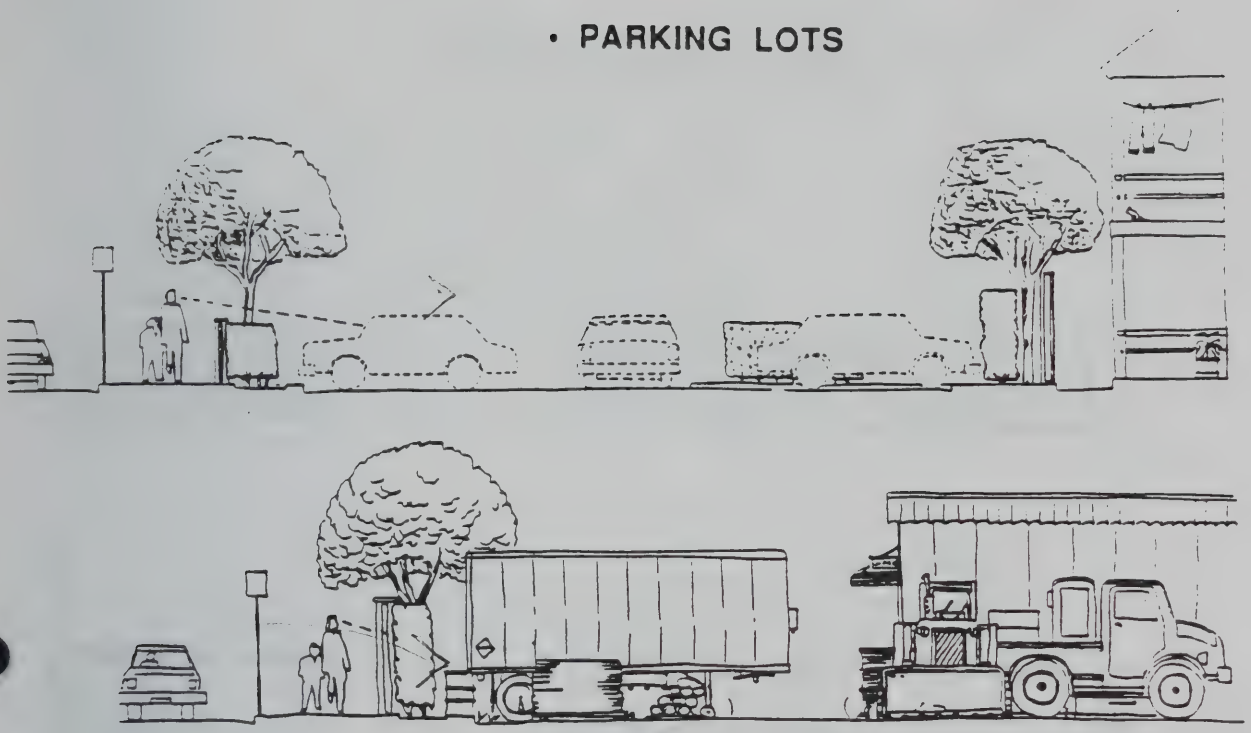


SITE PLANNING

Site planning should support an active, visually attractive street frontage.

- **Locate commercial buildings at the sidewalk edge facing the street.**
- **Locate parking behind buildings, away from street. Where not possible, locate parking to the side of buildings and minimize street frontage given to parking.**
- **Locate outdoor work and storage areas, loading docks and dumpsters behind buildings, away from street.**
- **Provide screening between all non residential and residential uses.**

• PARKING LOTS



PARKING LOTS

Screen parking lots with landscaping and fencing from surrounding uses and the street.

- **Locate parking, outdoor work and storage areas, loading docks and dumpsters behind buildings. Minimize frontage devoted to parking.**

Avoid

- **~~Do not~~ locate parking within a front yard area.**

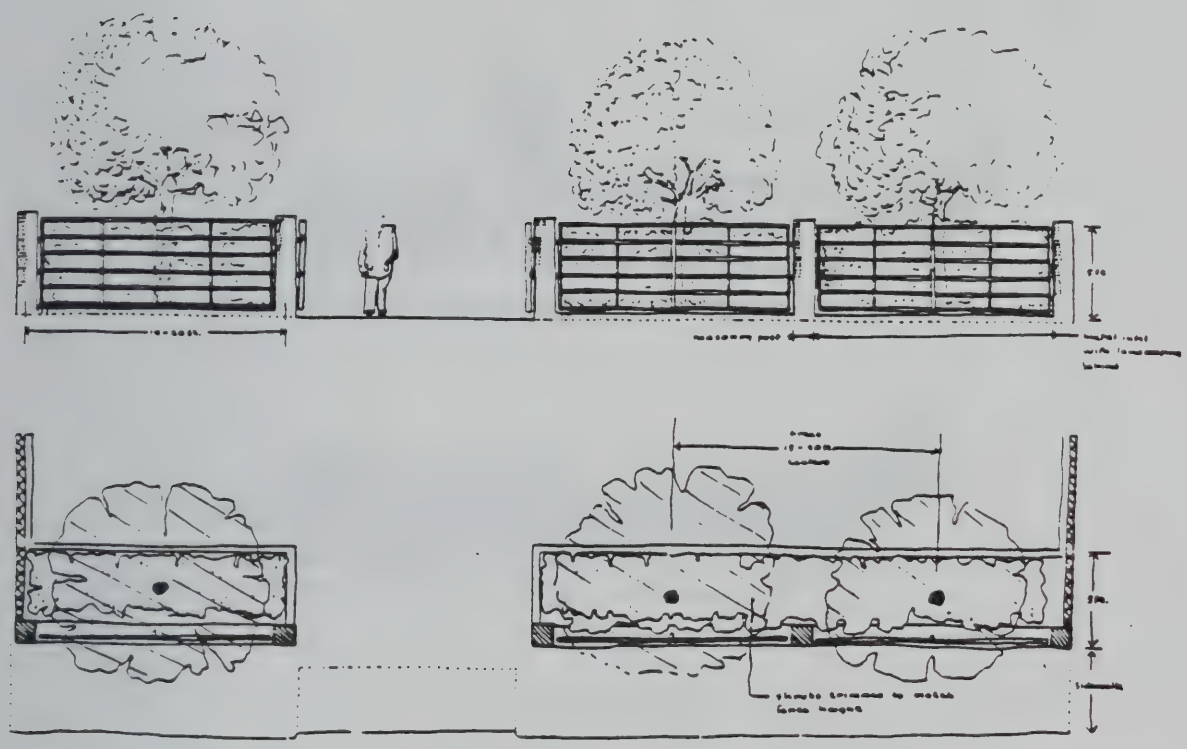
- **Provide screening between parking areas and the street and adjacent residential uses..**

- **Provide *internal* landscaping in larger parking lots in addition to the required perimeter and streetfront landscaping.**

  - **5 % of the internal area shall be densely planted landscaped areas.**
  - **each planting areas to be at least 25 sq. ft.**
  - **one tree within the lot for each ten parking spaces (in addition to perimeter trees).**

- **Parking lot lighting shall be designed to shine entirely on the lot.**

• SCREENING AND LANDSCAPING

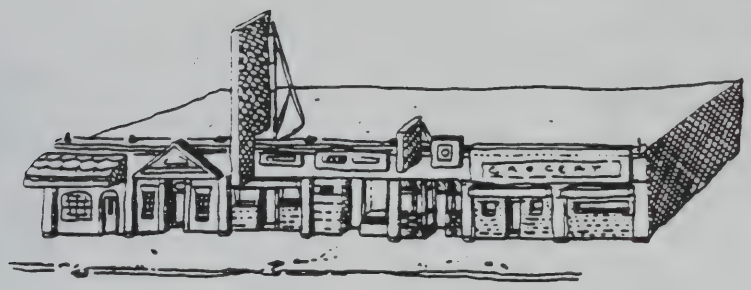


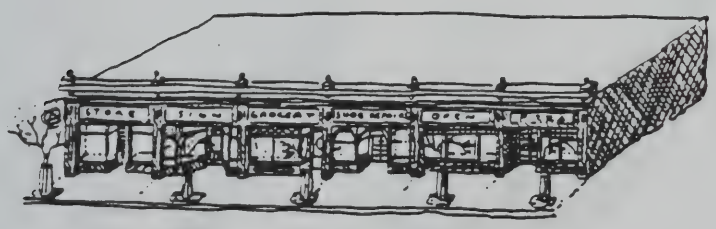
LANDSCAPING AND SCREENING

Landscaping and screening should be increased along the boulevards to enhance the character of the commercial districts and as protective visual screening between residential and non-residential uses.

- **Provide visual screening (fence, shrubs, trees) between parking areas and the street and surrounding residential uses (3 ft high at street, 7 ft high at perimeter).**
- **Provide visual screening between non-residential and residential uses (7ft high).**
- **Visual screening comprises landscaping *plus* fencing.**
- **Use high quality fencing with secure vertical posts of masonry or metal; use wood or metal infill between posts.** this encourages chain link —
- **Include street trees, where possible, with new projects.**
- **Retain existing trees whenever possible.**

• BUILDINGS





BUILDINGS

New commercial architecture should respect the scale and character of the neighborhood's finest commercial architecture.

● **Height: In general, respect prevailing local building height where this establishes positive character. Taller buildings located at the street edge are only appropriate under special circumstances--such as sites of special significance (detail requirements apply to each boulevard).**

● **Composition: New buildings should be compatible in composition with the older commercial architecture (use of frame; base, middle, top; etc.).**

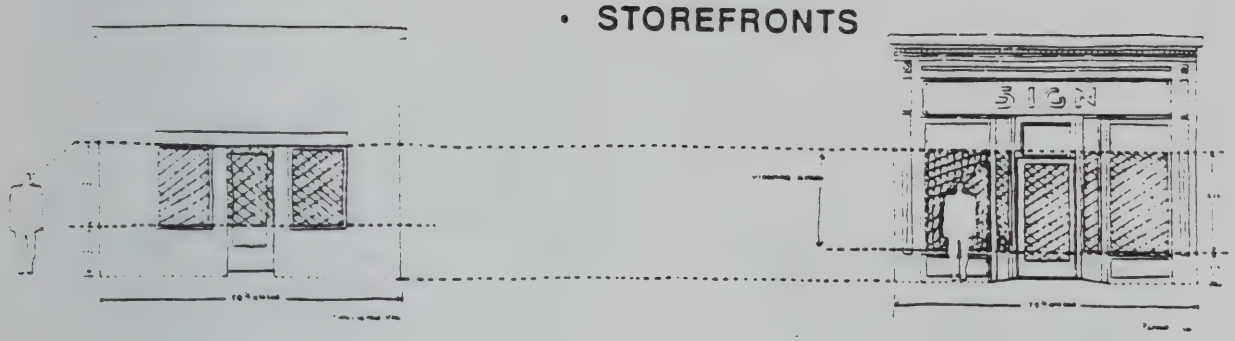
● **First Floor: Design of first floor facades require special attention to maintain and enhance an active pedestrian scale environment and should include large glazed openings (refer to storefronts for glazing requirements appropriate to different uses).**

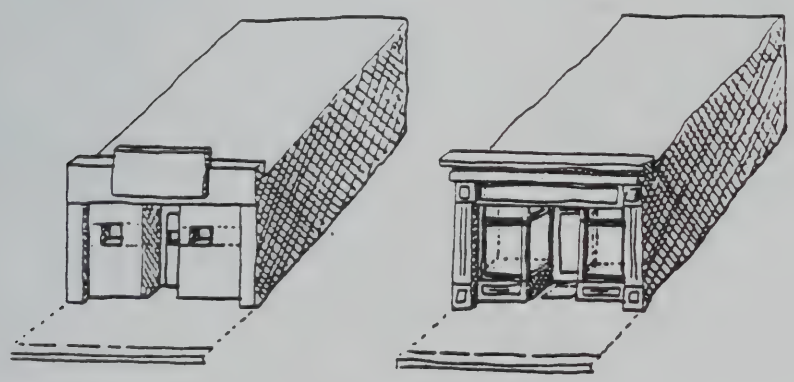
● **Signs: Include a clearly defined zone for signs on the building facade.**

● **Materials: Use materials and details which are compatible with the neighborhoods commercial architecture**

● **Avoid the use of applied mansard roofs, wood shakes, and other elements which do not reflect the boulevards' real history or traditions.**

• STOREFRONTS





STOREFRONTS

Storefronts should be open and welcoming, and include large glazed areas. Materials and details should be in keeping with the neighborhood's finest commercial architecture.

- **Contain the storefront within a well defined architectural frame.**
- **All storefronts shall contain large transparent glass areas. A minimum of 75 % of the linear frontage of a first floor of a store front shall comprise windows and doors with transparent glass. Sill heights for any windows included in this calculation may not exceed 24" above street level. Windows included in this calculation must be a minimum of 6 ft. in height (note: 50% glazed, 36"sill ht, 5 ft high window for non-retail).**
- **Recess doorways; do not recess storefronts within the storefront frame.**
- **Integrate signage with the design of the storefront.**
- **In buildings with multiple storefronts coordinate an approach to signage**
- **Use of awnings is encouraged**
- **Integrate security shutters with storefront design—recess within facade where possible**

• SIGNS

SIGNAGE

Signs should present a clear simple message, adding to rather than detracting from the character of the building and the neighborhood.

- **Choose signs which 'fit in' with the character of the store, the building, other storefronts in a multiple storefront building, and the neighborhood as a whole. This involves:**

  - **Size: Don't use signs which are too large.**
  - **Placement: Where there is a sign band place the sign within it. Where no sign band exists place the sign carefully in relation to the storefront, the building, and neighboring stores.**
  - **Architecture: Do not obscure significant historical and architectural features. Signage should never obscure the vertical posts that define storeframes.**
  - **Design: Signs should be treated as part of a larger composition. Sign size, location, color, proportions, and materials should relate to the building on which they are placed and in multiple storefront buildings to the neighboring signs.**
  - **Lettering: Light letters on a dark background are generally more successful than dark on light.**
  - **Type of Sign: Use different types of sign to present different kinds of information (wall sign, projecting sign, window sign, freestanding sign).**

- **Particular care must be taken with signage on historic buildings.**

New design guidelines and standards have been developed for the boulevards. A summary of these guidelines are depicted on Figure A.

GOAL: **RESTORE COMMONWEALTH AVENUE TO ITS GRAND LANDSCAPE CHARACTER AND PRESERVE AND ENHANCE ITS HERITAGE AS A NEIGHBORHOOD CONNECTOR AND OPEN SPACE RESOURCE.**

Commonwealth Avenue is one of the best known boulevards in Boston. It begins at the Public Garden in Boston's Back Bay and extends far into the western suburbs. The Allston-Brighton section starts at the Boston University Bridge and continues to the Newton border. The MBTA Green Line runs its entire length terminating at Boston College. In addition to residential and commercial uses, Commonwealth Avenue is the home of Boston University, Hahneman Hospital, St. John's Seminary, and Boston College.

In Allston-Brighton, Commonwealth Avenue has three major divisions: between the Boston University Bridge and Packards Corner it is occupied by mostly commercial and institutional buildings; between Packards Corner and the Chestnut Hill Reservoir, the street curves dramatically and covers steeply sloping ground, and is predominantly residential in character and contains a great landscaped mall; and between the Chestnut Hill Reservoir and Boston College, at the Newton border, a slightly narrowed street incorporates residential and institutional uses and open spaces.

Between the Boston University Bridge and Packards Corner, Commonwealth Avenue is dominated by institutional and commercial uses and serves as a "spine" of the Boston University campus. A series of businesses on the north side of the street are set back from the street line where asphalt paving and parking lots dominates the Avenue. In this section of Commonwealth Avenue, trolley tracks are located in the central median.

At Packards Corner, Commonwealth Avenue veers to the left and takes on the curved alignment which characterizes the spirit of the Boston Parks Movement. Here, Commonwealth Avenue was laid out to incorporate a grand landscaped mall, a linear park which runs from Packards Corner to the Chestnut Hill Reservoir. This section of the street incorporates the Green Line, a major roadway, and separate frontage roads which serve the buildings on either side of the street. Between Harvard Street and the Reservoir, the street traverses a dramatic and hilly terrain. In this area, long vistas at the top of hills provide views of the Avenue and the surrounding areas. Shubow Park, between Chiswick and Sidlaw Roads forms an extension of the Avenue.

Commonwealth Avenue, between Packards Corner and the Reservoir, is 200 feet wide and is lined by many fine residential buildings. The residential architecture varies in size and includes a few single family homes, groups of row houses and small and mid-size apartment buildings. Most residential buildings were constructed in the first half of the century and reflect a common aesthetic and character. The buildings share a close relationship to the street, detailed and consistent articulation of the facade, and closely spaced entrances, giving the facades a similar rhythm. About half incorporate bay or bow front windows that give a three dimensional quality to the building surfaces. Building materials are most often brick or stone and possess a sense of grandeur that fits with the

COMMONWEALTH AVENUE
NEWTON
ST. JOHN'S SEMINARY
WARREN ST.
HAHNEMAN HOSP.
PACKARDS CORNER
BOSTON COLLEGE
SHUBOW PARK
CHESTNUT HILL RESERVOIR
BOSTON UNIVERSITY
HARVARD AVE.
WASHINGTON ST.
B.U. BRIDGE

spirit of the boulevard. Most commonly, buildings are three to seven story apartment buildings with a half basement, considerably taller than residential buildings found on other boulevards in the neighborhood.

Although not the general pattern, a number of two to three story one family homes, between Melton and Leamington Roads and between Sutherland and Kinross Roads, contribute a special character to Commonwealth Avenue. There are also a few instances where buildings are tall, most notably the apartment building at the corner of Chestnut Hill Avenue. The residential building stock is almost uniformly in excellent condition.

Limited commercial uses occur on this section of Commonwealth Avenue. The only significant commercial concentration occurs at the intersection with Harvard Avenue, where the Harvard Avenue commercial area spills along Commonwealth Avenue for a block or two on either side. Other retail uses in this section of the Avenue occur at street corners, providing convenience retail services for residents and are mostly related to public transit stops.

Between Packards Corner and Warren Street, the Green Line service runs along the Avenue's northern median; from Warren Street to the Chestnut Hill Reservoir, trolley service is located in the center of the roadway. In the longer term, the MBTA has plans to move the tracks, currently located in the northern median between Packards Corner and Warren Street, to the center of the Avenue.

The deteriorating condition of its landscaped mall is the most severe problem facing Commonwealth Avenue today. In some parts of the Avenue, the trees, both on the median and sidewalks are old and stately, augmenting the character of the architecture and creating in total a 'grand' effect. In other places, individual trees have died and replacements are needed. In yet other areas, especially between Warren Street and Colborne Road, the landscape is in very poor repair with parched grassy areas, badly eroded earth banks and dying trees. Some of the worst stretches of the landscape occur on the hilly areas of Commonwealth Avenue where the problem is emphasized by the long views of these areas emphasize this problem.

As the landscape has deteriorated, sections of the street have lost their pedestrian ambience and become increasingly dominated by vehicular traffic. Long pedestrian crossing distances, complex traffic flow patterns at cross streets, and high levels of pedestrian activity, both crossing the street and accessing the Green Line, have resulted in a high accident level at key intersections. The Packards Corner, Harvard Avenue, and Washington Street intersections all experience accident rates significantly above average (See Chapter VII).

The service roads provide a very high number of on-street parking spaces. Despite this, as indicated in Chapter VII, a severe shortage of overnight parking spaces exists in the Commonwealth Avenue area. Any attempt to expand parking on the Commonwealth Avenue corridor through reduction of landscaped median areas should be resisted as this will only further the deterioration of the boulevard.

From the Chestnut Hill Reservoir to Boston College the street narrows to 150' in width and frontage roads are not incorporated. Green Line service runs along the

center of the street. Nearest the Reservoir, the street is almost exclusively residential. Evergreen Cemetery and the grounds of St. John's Seminary line Commonwealth Avenue as it nears Boston College and contribute a special beauty to this section of the neighborhood.

Recommendations:

Urban Design/Streetscape

1. Improved landscaping is the top priority for Commonwealth Avenue. Short term actions should include:

    - Prepare tree inventory - identify condition of all landscape elements
    - Focus improvements on most severely damaged sections
    - Replace dead trees and other landscape materials
    - Develop approach to earth banks
    - Identify maintenance responsibilities, and adopt maintenance procedures
    - Develop a long term strategy for landscaping

2. Over the longer term, a comprehensive public improvements plan must be undertaken in order to restore fully the grand landscaped character of the Commonwealth Avenue. Longer term planning should be closely coordinated with the planned re-alignment of the Green Line. Longer term actions should include:

    - Prepare comprehensive landscape improvements
    - Coordinate approach to street furniture, street lighting and fittings
    - Improve pedestrian access to the Green Line
    - Improve visual integration of the Green Line with the street
    - Improve Green Line facilities such as waiting areas, etc.
    - Improve pedestrian safety
    - Strengthen pedestrian connections to open spaces, spaces especially at the Chestnut Hill Reservoir, possibly by inclusion of "gateway" elements
    - Develop long term maintenance responsibilities and strategy

Traffic

1. Initiate pedestrian safety improvements at major cross streets (See Chapter VII). Priority areas for improvements are as follows:

   - Harvard Avenue
   - Packards Corner
   - Washington Street

GOAL: **STRENGTHEN WESTERN AVENUE AS A GATEWAY TO ALLSTON-BRIGHTON AND ESTABLISH IT AS A MAIN STREET FOR THE NORTH ALLSTON COMMUNITY.**

Western Avenue is connected to Soldiers Field Road and the Charles River at both ends. It serves as the principal boulevard of North Allston and plays a pivotal role in establishing the character of a neighborhood separated from the rest of Allston-Brighton by the Turnpike.

Of all the boulevards, major land use conflicts were most evident on Western Avenue. Large sections are given over to truck storage, car parking, auto sales and repair. The predominance of these uses weigh heavily on the overall character of the street; it serves to produce neither an acceptable environment for the adjacent residential uses nor an appropriate main street for the North Allston community as a whole. It prevents visual and physical access to the Charles River parkland, discourages appropriate economic development, and isolates the Harvard University campus from the community.

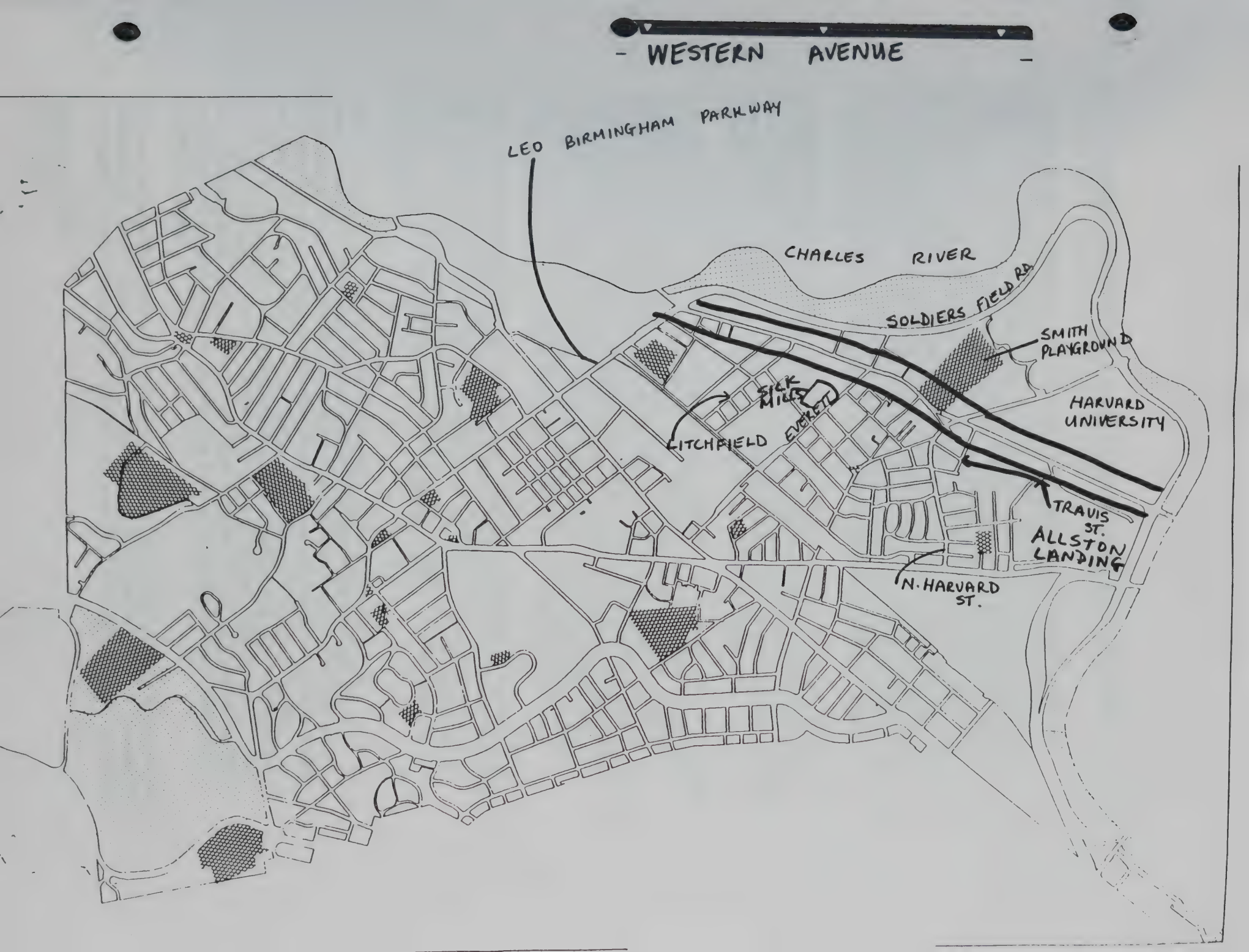
Not only do uses prevent access to the Charles River, but their rear facades and poorly designed parking areas detract from the character of the Avenue itself.

Design problems also clearly exist with a number of uses which are of themselves fully consistent with the character of a neighborhood boulevard, but it is the high concentration of inappropriate land uses which typify this area which is in the longer term the most fundamental issue to be resolved on Western Avenue.

Despite these severe problems, Western Avenue has significant opportunities for new development which can both reshape the street in a way which is more compatible with the character of adjacent neighborhoods, and takes full advantage of its excellent location in proximity to the Charles River waterfront.

While almost all of the boulevards of Allston-Brighton have a strong pedestrian orientation, reflecting the predominance of residential or retail uses, or open space, Western Avenue, which includes relatively little residential or neighborhood serving retail frontage, is largely vehicular oriented. Retail uses are concentrated around the North Harvard Street intersection and at the large shopping center between Everett and Litchfield Streets.

Western Avenue contains three areas of broadly different character. Between Soldiers Field Road and Travis Street, land is almost exclusively controlled by Harvard University and the Massachusetts Turnpike Authority; around the intersection with North Harvard Street are a variety of uses including convenience stores and the William E. Smith Playground; between the playground and


WESTERN AVENUE
LEO BIRMINGHAM PARKWAY
CHARLES RIVER
SOLDIERS FIELD RD.
SMITH PLAYGROUND
HARVARD UNIVERSITY
SICK MILES
EVERETT
LITCHFIELD
TRAVIS ST.
ALLSTON LANDING
N. HARVARD ST.

Birmingham Parkway the street is visually chaotic, including a wide range of predominantly single story, often poorly-designed buildings.

Between Allston Landing and the Harvard Business School, Western Avenue comprises of land devoted to surface parking for cars and trucks, related respectively to the Harvard campus and the rail/truck operations carried out at Allston Landing. The parking garage on the Harvard University campus is the only building on this section of the street. Harvard University's long-term plan, as stated in their Master Plan, is to establish Western Avenue as a major "front door" to the campus incorporating new institutional buildings and open spaces. Surface parking areas are to be entirely removed from the street frontage and proposed buildings will include landscaped setbacks and will not exceed 65' in height at their highest point. Mature street trees exist on the Harvard side of the street and set the standard for future landscaping along Western Avenue.

Towards the intersection with North Harvard Street, industrial, communication (WGBH), and residential uses predominate. This section of the street is visually impoverished. Minimal articulation of building facades, buildings without windows, streetfront parking areas, a complete absence of landscaping, and the very poor condition of the roadway and sidewalks, all contribute to this situation.

Around the North Harvard Street intersection, Western Avenue includes a number of retail uses; an Exxon service station situated on an island site; the edge of the Harvard University campus; the seven story Heritage office building; and the William E. Smith Playground. The Smith Playground serves as an important recreational open space and provides access from the neighborhood to the MDC's riverfront parkland. Improved visual access to the Smith Playground, currently cut off from the street by a relatively high wall, would make the playground a more integral element of the street and highlight its role as an important open space amenity which connects the neighborhood to the riverfront parkland.

Chaotic land use patterns, poorly designed buildings, few street trees, and poor sidewalk and roadway conditions typify the section between Riverdale Street and Leo Birmingham Parkway. Building heights vary between one and three stories though, single story structures predominate. Uses include major retail; a large concentration of auto-related retail; office; industrial; and a small number of residential uses.

A high priority for any planned redevelopment in this area will be the re-establishment of Western Avenue as an attractive neighborhood street. Commercial uses, which will very likely continue to predominate, should be consistent in scale and character with Western Avenue's neighborhood location and proximity to the riverfront. The commercial area around the Silk Mills contains a concentration of some of the largest retail users in the neighborhood and unlike the neighborhoods, other retail areas is primarily auto-oriented. Its large parking area, convenient access from Soldiers Field Road, and its direct access to the waterfront parkland via the Telford Street pedestrian bridge are important assets.

Should then [illegible]

Future development of the fine Silk Mills buildings, currently used for storage and related uses, which form one side of this area could greatly enhance this area and establish it as an increasingly important commercial and neighborhood center for

the North Allston community. This area is one possible location for a future Allston branch library.

Recommendations:

Urban Design/Streetscape

1. Future development between Western Avenue and Soldier's Field Road should aim to establish two fronts, both to Soldiers Field Road and Western Avenue; should incorporate view corridors from the neighborhood to the river area; and should where possible incorporate structured parking.

2. Improvements to the parking area, especially additional landscaping, not only on the Western Avenue frontage but also, very importantly, on Holton Street, will be critical.

3. The community and the developer of any proposed project must ensure that landscaping according to the guidelines established in the Allston-Brighton Neighborhood Article are closely followed.

4. Initiate improvements to deteriorated roadway and sidewalks.

Land Use

1. The Allston-Brighton Landing community must be active participants in plans for Allston Landing and the Allston Landing street frontage. Those plans must be compatible with planned Harvard development on the other side of the street and establish this section of the street as a true neighborhood gateway.

GOAL: **RESTORE AND STRENGTHEN THE MAIN STREET BOULEVARDS AS THE VISUAL, PHYSICAL, AND CIVIC CENTERS CONNECTORS OF ALLSTON-BRIGHTON.**

The Main Street boulevards present a different series of challenges. If Commonwealth Avenue represents the grand vision of the Boston Parks Movement, the main street boulevards, which grew out of the streetcar era, reflect the long tradition of vitality and diversity in the city's inner neighborhoods, its first suburbs. Unlike Commonwealth Avenue, which is almost entirely residential, the main street boulevards link Allston-Brighton's important neighborhood business districts, most notably in the Harvard Avenue area, and at Brighton Center and Oak Square.

The issues that predominate and which are described in more detail below include excessive and poorly designed signage; inadequate parking in some commercial centers; the loss of the "civic character" of important public spaces; and diminished pedestrian and vehicular safety due to the presence of the trolley tracks.

Recommendations:

1. Improvement of signage and storefront design will result in the creation of a cohesive character or image for the commercial center. Of particular importance to the character of a building will be the removal of poorly designed signs and their replacement with improved signage and storefront design that can once again reveal the attractive underlying character of many of these buildings.

   A coordinated approach to sign and storefront design within buildings with multiple storefronts will greatly improve the image of the commercial centers. This would especially be appropriate for Brighton Avenue, Cambridge Street.

   A design strategy and coordination on a district-wide basis would be useful and could add to the unique qualities and success of such commercial areas as Harvard Avenue. Finally, in the many fine, older buildings, the emphasis of renovation efforts should be on uncovering and building on the underlying potential of the building.

2. Increased availability of parking, both through improved management of existing resources and the provision of new supplies, is a priority in Brighton Center and the Harvard Avenue area.

   The provision of sufficient and convenient parking for shoppers is of paramount importance to the continued vitality of the retail area. The addition of a parking structure to the aforementioned commercial areas merit further study and are discussed in greater detailed in Chapter VII.

3. The design of parking areas require considerable attention. Parking lots are often poorly integrated with the visual character of the street. Significant design improvements, through improved location of parking areas or better screening from the street, and a reduction of sometimes excessive curb cuts, are essential if the attractive pedestrian character of these commercial districts is to be preserved and enhanced.

   Better definition of the street edge through improved landscaping and screening of parking areas is of particular importance on Brighton Avenue between the intersection with Harvard Avenue and Union Square.

   From Brighton Avenue to Oak Square, improved visual screening and landscaping to storefront parking lots, including the YMCA and commercial uses, is required, and would help to integrate these uses with the predominant residential character of this area.

4. Elimination of billboards much be a priority. Billboards, aimed at vehicular traffic, conflict with the pedestrian ambience of the street. The community has previously stated their intent of having Allston-Brighton a "billboard free" area. To upgrade the visual quality of the commercial centers, the community must continue its opposition to new billboards both at the City's Board of Appeals and the State's Outdoor Advertizing Board.

5. The continued existence of trolley tracks along the A-Line corridor diminishes pedestrian and vehicular safety, and the overall appearance of Allston-Brighton's Main Street. In addition, uncertainty surrounding removal of the trolley tracks is preventing planning of improvements throughout the corridor. Track removal and associated sidewalk and landscape improvements could facilitate very significant visual and safety improvements to Allston-Brighton's Main Street, allowing the creation of a new open space spine through the heart of the neighborhood.

   Improvements are most urgently required on Brighton Avenue where the current, poorly maintained concrete median sets the tone for the street and provides an unattractive introduction to the neighborhood from downtown. Track removal would allow the construction of a major (16' wide) landscaped median on Brighton Avenue, establishing the street as a true neighborhood gateway. Additional improvements throughout the corridor, including in Union Square, would be possible and serve to strengthen the visual cohesiveness of the entire main street corridor.

ANALYSIS OF INDIVIDUAL MAIN STREET BOULEVARDS:

A more detailed analysis of Brighton Avenue, Harvard Avenue, Cambridge Street, Washington Street, Market Street and North Beacon Street follows:

BRIGHTON AVENUE

Brighton Avenue extends from Packards Corner - the Avenue's intersection with Commonwealth Avenue - and continues to Union Square. At Union Square it meets Cambridge Street and North Beacon Street. As a neighborhood gateway, Brighton Avenue serves as a transition between the larger scale institutional and commercial character typical of Commonwealth Avenue adjacent to the Boston University Bridge and downtown, and the residential character of Allston-Brighton around Union Square. Brighton Avenue, and its continuation in Cambridge Street and Washington Street forms Allston-Brighton's main street. This series of streets connects the three neighborhood business districts of Harvard Avenue, Brighton Center, and Oak Square and important public spaces such as Union Square and Oak Square.

Brighton Avenue is predominantly commercial in use, though it also contains a number of important residential uses. Most commercial buildings are one or two story; residential buildings vary between three and five stories. In comparison to its width, Brighton Avenue contains relatively lower buildings than other neighborhood streets. Ground floor retail uses are concentrated near the intersection with Harvard Avenue. The area's history as an important center for auto dealerships and related activities within the city is recalled in the number of auto dealerships situated near Packards Corner.

Most buildings on Brighton Avenue are built directly at the sidewalk edge. Where buildings have been set back from the street-particularly near Union Square-the street has become visually dominated by a series of asphalt parking areas which are poorly integrated with the streetscape and interrupt the pedestrian character

MAIN STREETS

of this commercial area. Like a number of the city's older neighborhood business districts, many buildings on Brighton Avenue are visually overwhelmed by layers of poorly designed signage, much of which covers older commercial buildings of high quality which could potentially contribute significantly to the character of the commercial district and the neighborhood as a whole.

Other than Commonwealth Avenue, Brighton Avenue is the widest boulevard in Allston-Brighton. It incorporates a poorly maintained central concrete median strip within an approximately 100' width (building to building). The street has very few street trees which appear to be in poor condition. The roadway has trolley tracks which formerly supported service on the Green Line's A-Line branch. These tracks are currently used solely to access the MBTA's Watertown repair facility and do not support a passenger service.

Despite its important role as a gateway to the neighborhood from downtown, Brighton Avenue is one of the less attractive streets within the neighborhood. A number of factors contribute to this situation: the lack of street trees; the bleak and uninviting character of the central median strip which is both poorly maintained and has seriously deteriorated; the poor quality of design of many signs and storefronts; the disruptive effect of asphalt parking areas on the character of the street, particularly where they are unscreened from the sidewalk; and to a degree, the predominance of single story buildings on such a wide street, which establish a poorly defined sense of enclosure within the street and fail to create a strong architectural identity for this important gateway boulevard.

Nevertheless, Brighton Avenue has considerable assets and significant potential to reclaim its position as an important and welcoming gateway to the neighborhood. Renovations of fine commercial buildings such as the new multi-level furniture store near Union Square and the Nissan dealership near Packards Corner attract attention to the true character and potential of the neighborhood's commercial architecture. St. Luke's Church, itself an important landmark building, and the Avenue's brick residential buildings also contribute to the visual quality of the area.

Building on these strengths while establishing a more cohesive visual character for the Avenue as a whole should be the objective for change on Brighton Avenue. Achieving progress is highly dependent on finalizing a transit strategy for the A-Line corridor. Removal of the tracks could allow significant modification to the character of the streetscape on Brighton Avenue with benefits for local businesses and the neighborhood as a whole.

<u>Brighton Avenue Recommendations</u>:

Design/Streetscape

1. Incorporation of street trees, either in a new widened median, or on the sidewalks on either side of the street is an important aspect of any improvement plan for this street. Landscape improvements are an essential component in transforming this important gateway to Allston-Brighton.

2. Moderately taller buildings (up to 3 or 4 stories) could, in the longer term, help to establish a more positive character in parts of Brighton Avenue.

This needs to be balanced against other issues such as the accommodation of possibly higher parking demand; and possible impacts on immediate neighbors on the Avenue and in the residential streets behind. Buildings in excess of 4 stories are not recommended.

Traffic

1. Traffic improvements are required at Packards Corner, Union Square and the intersection of the street with Harvard Avenue, to improve pedestrian safety and improve traffic flow (See Chapter VI).

HARVARD AVENUE

Harvard Avenue continues from Cambridge Street to the Brookline border and is intersected by two major cross streets, Brighton Avenue and Commonwealth Avenue. Harvard Avenue serves as the focus of Allston-Brighton's largest commercial district and contains a wide diversity of stores and service establishments which serve the entire Allston-Brighton community as well as immediate neighbors.

Between the Brookline border and Commonwealth Avenue, Harvard Avenue includes mixed commercial and residential uses in buildings ranging from one to three stories. The heart of the neighborhood business district is between Commonwealth Avenue and Brighton Avenue and is a major, intensively used, commercial street containing one and two story buildings with a consistent pattern of street level retail, and office and other service uses on upper floors. An off-street parking area, partially city-owned, serves the commercial area and is located behind the buildings on the west side of the street between Commonwealth Avenue and Brighton Avenue. One and two story buildings predominate the section between Brighton Avenue and Cambridge Street which is mainly commercial in use.

Buildings on Harvard Avenue are built directly at the sidewalk edge, with the exception of a few commercial buildings near the Brookline border and a small section near Cambridge Street. In each of these cases, the well-enclosed pedestrian-oriented character of the street is interrupted by parking lots which detracts from the commercial character.

Harvard Avenue exhibits great vibrancy as a neighborhood business district and includes a remarkable diversity of stores. While some stores incorporate unusual and creative approaches to signage and facade design which add to the vitality of the street, many fine commercial buildings, such as the Gordon Building, the Walton Block, and others, are diminished by the absence of a cohesive, coordinated, or creative approach to signage and storefront design. Their appearance falls considerably short of their true potential.
As further described in Chapter VII, parking in this desirable retail district is in short supply at almost all time periods.

Harvard Avenue is probably the most active pedestrian area in Allston-Brighton. This activity along with its diversity of goods and services makes for a pleasant environment even with narrow sidewalks and the absence of street trees and

furniture. At the intersection with Commonwealth Avenue, perhaps the area with the most intense pedestrian traffic, serious problems currently exist.

Difficult pedestrian crossings, caused by long crossing distances, the presence of the Green Line, and heavy traffic both in the main and service streets reduce the ease and safety of pedestrian movement through the area. Enlarged sidewalk areas at these intersections could be used to improve pedestrian safety and comfort, adding to the ease of pedestrian movement and overall cohesiveness of the commercial district (see Chapter VII). Similarly, at the intersection with Brighton Avenue, pedestrian improvements could improve pedestrian safety and help to strengthen ties between the two sections of the commercial area situated on opposite sides of Brighton Avenue.

The Harvard Avenue-Brighton Avenue-Cambridge Street triangle contains probably the highest concentration of billboards of any area within the city. Approximately 27 billboards are located in this area, most visible at one or more points along Harvard Avenue.

Harvard Avenue Recommendations:

Urban Design/Streetscape

1. Improved maintenance of existing trees and planting of new trees is recommended.

Traffic/Parking

1. In the shorter term, improved parking management strategies are recommended. These could include shorter term meters (See Chapter VII).

2. Pedestrian improvements are required at the intersection with Commonwealth Avenue to improve pedestrian safety and ease of movement at this intersection (See Chapter VII).

3. Pedestrian improvements should be initiated at the intersection with Brighton Avenue to improve pedestrian safety and ease of movement (See Chapter VII).

CAMBRIDGE STREET

Cambridge Street serves as a major gateway to Allston-Brighton from Cambridge, downtown Boston via Soldiers Field Road, and the Massachusetts Turnpike. In addition, Cambridge Street provides a major connection from the neighborhood to the Charles River waterfront. The street extends from the heart of the neighborhood at Brighton Center to the Charles River, at Soldiers Field Road.

Cambridge Street is divided by character into three sections, each with different characteristics. The first section extends between the Charles River and the bridge over the Turnpike near Linden Avenue and serves as a gateway to the neighborhood from the waterfront and the Turnpike; the second section extends between Linden Avenue and Union Square and forms part of the Harvard Avenue

commercial area; the third section runs from Union Square to the Brighton Police Station and acts as a part of Allston-Brighton's main street "spine".
Between the river and Linden Avenue, the character of the street owes most to its important transportation function. In this section, the street is marked by two sides of very different character. The north side, near the river, is taken up with transportation-related uses including turnpike ramps and transportation staging. At the Sears building this changes to a mix of residential and commercial buildings that form the edge of the North Allston residential neighborhood. The commercial buildings are mostly one story (two story buildings exist), residential buildings are up to three stories. On the south side nearest the river are situated the Guest Suites hotel and Houghton Chemical. From this point, few buildings are located on the south side of the street. For most of its length it is lined with Turnpike access ramps, the embankment to the elevated roadway, and entrances to the Allston Landing rail yard area. While serving an important transportation function, the overall impression is bleak and this entire section of Cambridge Street fails to establish the visual character consistent with its role as a gateway to the neighborhood from the river and surrounding towns.

Between Linden Avenue and Union Square, Cambridge Street forms the third side of the Harvard Avenue retail triangle, accommodating predominantly commercial uses in one to three story buildings. Two blocks of three story residential buildings located on the north side of the street contribute to the character of this area.

Much of this part of Cambridge Street, which serves an integral part of the Harvard Avenue commercial area, is visually chaotic but has considerable underutilized potential. The street is dominated by billboards and excessive signage, poorly designed or maintained buildings or lots and asphalt paved streetfront parking, maintenance, and storage areas. These problems currently overwhelm the street's considerable resources: an interesting mix of stores, including ethnic restaurants; well maintained neighborhood serving uses; a series of fine commercial buildings, including the Chester Block, the "Jack Young" building, the nearby and underutilized Allston Hall building, and others; and vacant publicly owned land near the intersection with Harvard Avenue. The renovation of both the Livermore building on Cambridge Street and Linden Avenue, and the former Harvard Avenue fire station set a very high standard for renovation and demonstrate the true potential of other neighborhood buildings.

Union Square is a major crossroads. Brighton Avenue and Cambridge Street end in the Square, Cambridge Street continues through it. In addition to commercial uses, the Square contains the fire station, the Jackson Mann Community School and the 11 story Union Square condominium development. Though Union Square has always been, and continues to serve as an important civic center of the Allston-Brighton community, its present character reflects more directly its role as a traffic intersection.

From Union Square and the Brighton Police Station, Cambridge Street serves as an extension of the central main street "spine" of Allston-Brighton, connecting Brighton Avenue and Washington Street. This portion of the street is predominantly residential and institutional in character with very limited commercial activity. Open spaces around Mt. St. Joseph's Academy, St. Elizabeth's and the Kennedy Memorial Hospital provide an attractive openness

and feeling of landscape to this area which contributes significantly to the character of the neighborhood as a whole.

Cambridge Street Recommendations:

Urban Design/Streetscape

1. Between the Charles River and Linden Avenue, significant landscaping should be added to the streetscape to establish it as a prominent landscaped parkway and to visually strengthen connections between the neighborhood and the riverfront. This would also enhance the character of the edge for the North Allston neighborhood. Continuing this landscaping, in some more abbreviated form to Union Square and beyond would begin to provide a sense of continuity to the disparate parts of Cambridge Street.

2. New commercial development on vacant and underutilized land between Harvard Avenue and Union Square - including a site near the intersection of Cambridge Street and Harvard Avenue owned by the City's Public Facilities Department - would strengthen the Harvard Avenue commercial area and improve the character of this section of Cambridge Street.

3. The "civic character" of important public spaces, such as Union Square, has been lost. These spaces, which originated as important neighborhood crossroads and locations for civic and institutional buildings are increasingly dominated by the car. Recapturing these spaces as important visual amenities and neighborhood centers will require significant traffic, pedestrian and landscape improvements. How

   Recent improvements to Oak Square serve as a model for such improvements and demonstrate the potential of these spaces to serve once again as important visual amenities. means what.

4. Site planning improvements are required especially between Linden Avenue and Union Square. In the short term these could include better fencing and landscape screening around on-street parking lots and outdoor work and storage areas. In the longer term, new development must be required to locate at the street edge and help to establish an attractive pedestrian-oriented street character.

5. Sidewalk re-alignment near Mount St. Joseph's Academy could expand the amenity of the sidewalk area.

WASHINGTON STREET

Washington Street, which as defined as a Boulevard Planning District within the IPOD process, follows on from Cambridge Street at St. Elizabeth's Hospital and continues to the Newton border. Together with Brighton Avenue and Cambridge Street it comprises the neighborhood's central main street "spine". The character of the street changes along its course and can be seen as four different areas. Washington Street begins at Brighton Center, a compact turn-of-the-century retail center; the area between Brighton Center and Oak Square is predominantly residential; after the Oak Square commercial area, Washington Street opens up to

encompass Oak Square itself, which is surrounded by a combination of retail and civic uses; and from Oak Square, the street is mainly residential to the Newton Line.

Brighton Center is a major neighborhood business district, with retail uses on the first floor, and office and service uses on upper floors. Brighton Center contains buildings which are larger in scale than the neighborhood's other commercial centers - many are four stories high - and reflect the civic splendor and grand aspirations of the late nineteenth century commercial architecture. These landmark commercial buildings set the tone for the entire commercial district which extends from the Brighton Police station to Foster Street. In addition to the fine commercial architecture of Brighton Center, the First Congressional Church is an additional visual focus.

As with other older commercial centers, most buildings are built directly at the sidewalk edge. A few exceptions occur at the edge of the commercial area - where parking is located in front of buildings - and these establish a less desirable development pattern. One of Brighton Center's principal assets is the high quality of the commercial architecture which is often undermined by poor quality signage, the most significant visual weakness in Brighton Center. Much signage is either excessively large, poorly designed, or badly integrated with buildings. Higher quality signage - and sometimes storefront design - could significantly add to the character and cohesiveness of the commercial district, allowing the high quality of the commercial architecture, to be more clearly visible. A number of businesses within Brighton Center have already initiated major signage and storefront improvements which demonstrate the re-emerging visual potential of this important neighborhood commercial center.

Between Brighton Center and the Oak Square commercial district, residential uses predominate with occasional commercial and institutional uses interspersed. Three and four story residential buildings, set behind well landscaped front yards, establish the character of this area. The major problem in this area are obtrusive streetfront parking lots which serve commercial but interrupt the residential pattern and potentially threaten to overwhelm the fine landscaped character of this predominantly residential section of the street. Preservation and enhancement of the pattern of landscaped front yards is an essential element of the character of the streetscape.

The Oak Square commercial district extends from near Fairbanks Street through the Square itself. It contains a mixture of one to three story buildings with first floor retail, and where buildings are more than one story, residential uses on upper floors. Oak Square itself mixes commercial uses with important public service uses including the public library and the fire station. The recent improvements to the Square itself which include landscape improvements and a new clock have re-established it as a strong visual focus of this area. Recent commercial buildings in Oak Square and particularly on Washington Street east of the Square, unlike the older building stock, are set back from the street with parking along the street edge. As with other neighborhood business districts, this approach detracts from the character of the commercial area as a whole.

Re-use of the historic MBTA substation and redevelopment of the associated land can add to the vitality of the area while strengthening the visual and functional connections between the Square itself and the commercial district that extends along Washington Street. Potential development could include housing on the land and, in the longer term, commercial or recreational uses in the building. Like many other parts of the A-Line corridor, redevelopment of this important site, which incorporates a trolley loop track, remains dependent on a final decision on the future of the trolley tracks and service.

Between Oak Square and the Newton Line residential uses again predominate. The Church of Our Lady of the Presentation provides a strong visual focus for this attractive residential area.

At Oak Square, Tremont Street splits off from Washington, also running to the Newton border. This area also comprises mainly attractive residential uses. A major vacant site is situated adjacent to a new residential development on the north side of the street.

Washington Street Recommendations:

Urban Design/Streetscape

1. Improved access and a better visual relationship to Rogers Park from Washington Street is desirable. This could be accomplished as part of the redevelopment of the currently vacant land at the corner of Lake Street and Washington Street.

Land Use

1. Preservation and re-use of the Oak Square MBTA substation for first floor recreational or commercial use and upper floor residential use is encouraged.

MARKET STREET

Market Street extends from Brighton Center to the Charles River and Leo Birmingham Parkway and serves as a major connector between Allston-Brighton and it's waterfront. The area around Brighton Center is largely pedestrian and commercial in its orientation, the mid-section is primarily residential, and in the vicinity of Leo Birmingham Parkway is predominately auto-oriented manufacturing and commercial uses.

The intersection of Market and Washington Street, serves as an extension of the Brighton Center neighborhood business district. This area is predominantly commercial in use with one to four story commercial buildings. Several parking lots abut directly onto Market Street and serve both Brighton Center and the adjacent retail uses on Market Street.

The middle section of the street, between Bennett Street and Cypress Road, is almost exclusively residential in character, but visually dominated by the fine architecture of St. Columbkille's church and related buildings which include a walled convent building with beautiful trees. Houses in this area vary in style but most are two and one-half to three stories, with peaked roofs. Generally, the

houses have small front yards, but a few are located at street line and a few also have larger yards. Street trees are located on much of the eastern side of Market Street. Together with the well-landscaped front yards which characterize much of the residential architecture of Market Street, they establish an attractive character for the residential portion of the street.

Between Cypress Road and Leo Birmingham Parkway the character of Market Street shifts dramatically, particularly at the intersection of North Beacon. Here predominantly drive-in commercial uses along with the large Bull manufacturing facility shape the character of the area. Buildings in this section of the street are mostly one story and are surrounded by parking lots. Almost all the buildings in this area can be characterized as having blank or garish facades, poor site planning, huge asphalt parking lots, and large free standing signs. The number of curb cuts near the intersection of North Beacon Street makes this intersection dangerous for cars and pedestrians alike (See Chapter VII). Land uses include discount retail chains, auto related uses such as gas stations and car washes, and fast food establishments.

Market Street Recommendations:

Urban Design/Streetscape

1. Site planning improvements including landscaping of parking lots and significant screening of the street edge are required. This is particularly true of the large parking lots at the river end of the street. Landscaping of parking lots is also important near Brighton Center.

2. Improvements in signage, particularly replacement of the large free standing signs associated with auto-oriented uses would be a significant improvement.

4. One focus of long term improvements would be on improved site planning, particularly for commercial uses. These would include locating buildings at the street edge, locating parking behind building, providing attractively landscaped parking, and limiting curb cuts onto the boulevards. In the longer term, new development must be required to actively engage the street and establish a stronger architectural identity and sense of place for this important neighborhood gateway.

5. Street trees should be planted to build upon the existing streetscape.

Traffic

1. Traffic improvements and a reduction of curb cuts at the corner of North Beacon Street are required to improve pedestrian and vehicular safety at this intersection (See Chapter VI).

NORTH BEACON STREET

North Beacon Street connects Union Square to Market Street and provides access both to the residential neighborhood to the west as well as to a series of manufacturing uses and wholesale outlets to the east.

Very different land uses dominate each of the sides of North Beacon Street. Between the street and the Turnpike, manufacturing and large scale wholesale and retail outlets predominate. Most buildings on this side of the street are one or two story, though one rises to four stories and include mid to large size parking lots. On the other side of the street, where North Beacon forms the edge of a residential area, three story residential and one story commercial uses are mixed. Open space associated with Mt. St. Joseph's Academy contributes to the character of the area.

As a transitional street between a residential neighborhood and a manufacturing area, North Beacon Street embodies the potential for conflict between different uses. The current character of the street maintains an uneasy balance between conflicting needs. Most of the manufacturing uses are well maintained and act as good neighbors to the nearby residential uses. However, the current situation could be considerably improved through improvements to industrial and commercial street frontages - both through facade improvements and better landscaping and screening of existing parking areas.

While recognizing the inherent diversity of uses on the street, it will be necessary to ensure very high design standards are maintained, particularly for the street frontage. This will continue to ensure that manufacturing and other commercial uses located on this street continue to act as good neighbors to adjacent residential uses.

<u>North Beacon Street Recommendations:</u>

Urban Design/Streetscape

1. High design standards which ensure the compatibility of non-residential land uses with the residential uses must be enforced.

2. Improved visual screening, including landscaping, of streetfront parking and outdoor work and storage areas is required. This is an essential first step in ensuring continued compatibility between residential and non-residential uses.

3. Facade improvements are required to commercial and manufacturing uses. Facade improvements should incorporate significant glazing and encourage the creation of a strong, well defined relationship between buildings and the sidewalk.

VII. TRAFFIC AND TRANSPORTATION

The vision for Allston-Brighton is for the smooth flow of traffic along the boulevards and improved pedestrian safety.

Allston-Brighton's boulevards form a network of Main Streets which provide access to all areas of the neighborhood, to the surrounding communities, to downtown and to the Charles River waterfront.

The prominence of these main streets means that they play a critical role in establishing the overall character and image of the neighborhood. As front doors to the surrounding residential areas, the nature of each boulevard is important in shaping the individual character of these less visible residential streets.

The boulevards also contain Allston-Brighton's major commercial districts and open spaces as well as a wide variety of other commercial and institutional uses that provide essential services to the Allston-Brighton community. As discussed in Chapter VI, the goal for the boulevards is to promote a mixture of vibrant land uses, well served by a highly functional transportation system. The transportation system of a successful boulevard is one that should be compatible with all of its users - pedestrians, motorists, public transportation riders, and the trucking community.

Allston-Brighton has seven boulevards which have been designated as Boulevard Planning Districts within the IPOD process: Commonwealth Avenue, Cambridge Street, Brighton Avenue/North Beacon Street, Harvard Avenue, Market Street, Washington Street, and Western Avenue.

This section of the Allston-Brighton Neighborhood Plan addresses the transportation system associated with seven of Allston-Brighton's most critical transportation facilities - all of which either are or have the potential to become successful boulevards. The transportation system of each boulevard has been examined within the context of the overall land use/urban design objectives and, perhaps of more relevance, within the context of the Allston-Brighton community.

POLICY GOALS

The goals of this plan include:

- Improve traffic flow and safety on major arterials
- Improve the availability of customer parking in commercial areas
- Improve the availability of parking for residents
- Improve transit service to the downtown and other destinations.
- Improve pedestrian safety and circulation
- Improve access to industrial areas on routes that minimize intrusion into residential neighborhoods

GOAL: IMPROVE TRAFFIC FLOW AND SAFETY ON MAJOR ARTERIALS

The seven Allston-Brighton boulevards have a combined total length of 10.2 miles, 15.1 miles when the Commonwealth Avenue frontage roads are included. Vehicular traffic on the boulevards is controlled by roughly five signals per mile, indicative of the relatively urban environment of Allston-Brighton.

Average Weekday Daily Traffic Volumes (AWDT) were estimated from intersection vehicle counts obtained from the Boston Transportation Department. Estimates of 1989 daily vehicular volumes are illustrated on Figure 1. Boulevards carrying the highest volumes are: Cambridge Street (east of North Harvard Street) -- 42,000 vehicles per day; Commonwealth Avenue (east of Packards Corner) -- 34,000 VPD; and Market Street (north of North Beacon Street) -- 24,500 VPD. Boulevards with the lowest daily volumes are North Beacon Street -- 15,000 VPD and Western Avenue (from Leo Birmingham Parkway to North Harvard Street) -- 15,500 VPD.

Traffic and related problems are not strictly a function of vehicular volumes. Understanding boulevard capacity is the key to understanding congestion difficulties which exist in the Allston-Brighton community. Market Street from Brighton Center to Faneuil Street, for example, carries significantly less volume than the portion of Commonwealth Avenue east of Packards Corner -- 22,500 VPD compared to 34,000 VPD. Commonwealth Avenue, however, is handling its traffic in five lanes, or about 6,800 vehicles per lane per day, while traffic on Market Street is travelling in two lanes or slightly more than 11,000 vehicles per lane per day, nearly double the density of traffic on Commonwealth Avenue. It becomes readily apparent why little or no congestion was found on Commonwealth Avenue west of Harvard Avenue, given the presence of four relatively unimpeded travel lanes, as well as frontage roads for handling parking maneuvers and slow-moving traffic.

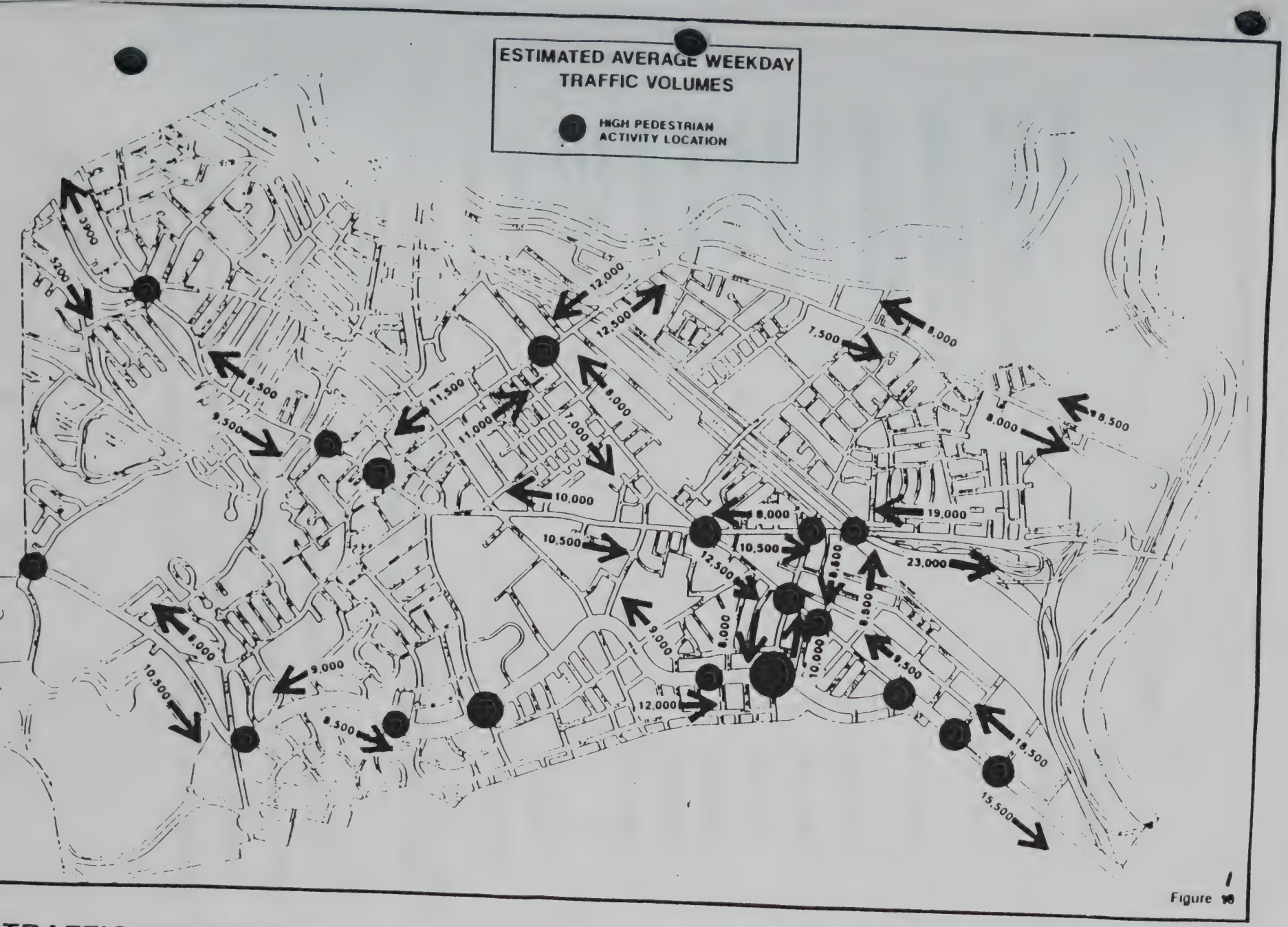


Figure 18

TRAFFIC and PARKING

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Estimated hourly boulevard capacities are found in Table 1.

Table 1
ESTIMATED HOURLY BOULEVARD CAPACITIES

Boulevard	Number of Lanes	Hourly Capacity**
Cambridge Street (east of Mass Pike Bridge)	6	7200-8400
Commonwealth Avenue (east of Packards Corner)	5	6000-7000
Commonwealth Avenue (west of Packards Corner)	4	4800-5600
Brighton Avenue	4	3800-4200
North Beacon Street	2	2400-2800
Tremont Street	2	2400-2800
Western Avenue	2	2400-2800
Washington Street	2	2200-2400
Cambridge Street (Harvard Avenue to Washington Street)	2	2000-2200
Market Street	2	2000-2200
Harvard Avenue	2	1900-2100

* Existing lanes in both directions.
** Estimated hourly vehicle capacity in both directions (i.e. maximum level of service E operations as controlled by signalized intersections along the boulevard).

With urban arterials such as Washington and Market Streets, typically 5 to 10 percent of the vehicles approaching an intersection will be left turning vehicles. On Washington Street, nearly 20 percent of approaching vehicles turn left; on Market Street the proportion is about 25 percent. The high left turn demands

impede vehicular flow and are a major contributing factor to congestion at the intersection.

Brighton Center, Union Square and Cambridge Street/Harvard Avenue were found to be problematic during four of the five time periods observed and therefore stand out as locations having the most extreme congestion conditions. Congestion was observed at several intersections for each time frame examined with the exception of the late night period. The most congested operations were observed during the morning peak period, when the test vehicle was excessively delayed at seven locations. Congestion was experienced at six intersections during the PM peak period. During the midday and Saturday time frames, five intersections were observed as being congested. Weekday observations indicated that the intersection of Cambridge Street with Soldiers Field Road and the Massachusetts Turnpike off-ramps was congested during the AM, PM and midday periods. Weekday problems at this location are largely due to the high volumes being processed by these critical Massachusetts Turnpike ramps. During the morning and afternoon commuter peaks, the signals are controlled manually by MDC police officers.

Extreme congestion/queuing conditions were observed along Market Street during both the PM peak and Saturday midday periods. Queuing along Washington Street in Brighton Center was at its maximum during the Saturday midday. Congestion related problems in Brighton Center were found to be most severe on Friday afternoons and Saturday midday. This appears to be due in part to increased pedestrian activity (i.e., pedestrian actuations) at the Washington Street/Market Street/Chestnut Hill Avenue intersection during these time periods.

On Saturdays, Harvard Avenue is gridlocked with queues extending along the length in both directions. A similar pattern was observed on Cambridge Street between Harvard Avenue and Union Square. During the morning peak period, vehicles bound for downtown Boston, Cambridge, and the Massachusetts Turnpike, also form lengthy eastbound queues. In the evening, the direction of the queue is reversed and extends back from Union Square to Harvard Avenue. Vehicles queuing back onto Cambridge Street from the local car wash on Saturdays further impede traffic on this already overburdened facility.

As illustrated on Figure 2, no serious congestion or queuing problems were encountered along Commonwealth Avenue during any of the time periods when observations were made.

Typical free-flow travel speeds along the boulevards of an urbanized community like Allston-Brighton would range from 30-35 miles per hour. Observed vehicle speeds along the entire boulevard network, inclusive of signal delay times, averaged approximately 15 miles per hour. In other words, delays contribute to about half the vehicle travel times encountered along the boulevards. Individual segment travel speeds, in miles per hour and inclusive of any traffic signal delays, for each survey time period are found on Figure 3.

Late night travel runs, as would be expected, were found to generally have the highest speeds, while slowest speeds were found during the weekday PM and Saturday midday time periods. Western Avenue and Commonwealth Avenue (west of Packards Corner) consistently had the highest travel speeds observed. Market

Street and Harvard Avenue consistently had the slowest observed travel speeds and most itinerant congestion.

Physically, about 75 percent of the roadway surfaces and sidewalks along the boulevards were found to be in fair-poor condition. Figure 4 presents the condition of the roadway surfaces and sidewalks.

Accident rates along the boulevards, both personal injury and property damage only, were found to be above the state average for similar roadways in the urban communities. On the basis of 1986 accident data supplied by the Massachusetts Department of Public Works, the rate of property damage only accidents along the entire boulevard system was 6.8 per million vehicle miles (MVM) and 2.9 per MVM for personal injury accidents. These rates compare with state-wide rates of 6.3 per MVM for property damage only and 1.9 per MVM for personal injury accidents. Harvard Avenue, Brighton Avenue and North Beacon Street had the highest accident rates. Intersections with the highest number of reported accidents in 1986 were at Commonwealth Avenue/Harvard Avenue (34), Western Avenue/Soldiers Field Road (29), Cambridge Street/Soldiers Field Road (27), and Commonwealth Avenue/Brighton Avenue-Packards Corner (24).

Approximately 3,300 on-street parking spaces exist along the seven boulevards, of which, 50 percent are located on Commonwealth Avenue and its frontage roads. Most of the on-street parking spaces along the boulevards are long-term and are composed mainly of unregulated parking spaces with some resident parking permit areas. One-hour metered parking spaces constitute all but a few of the short-term spaces along the boulevards. Most are located in Brighton Center and

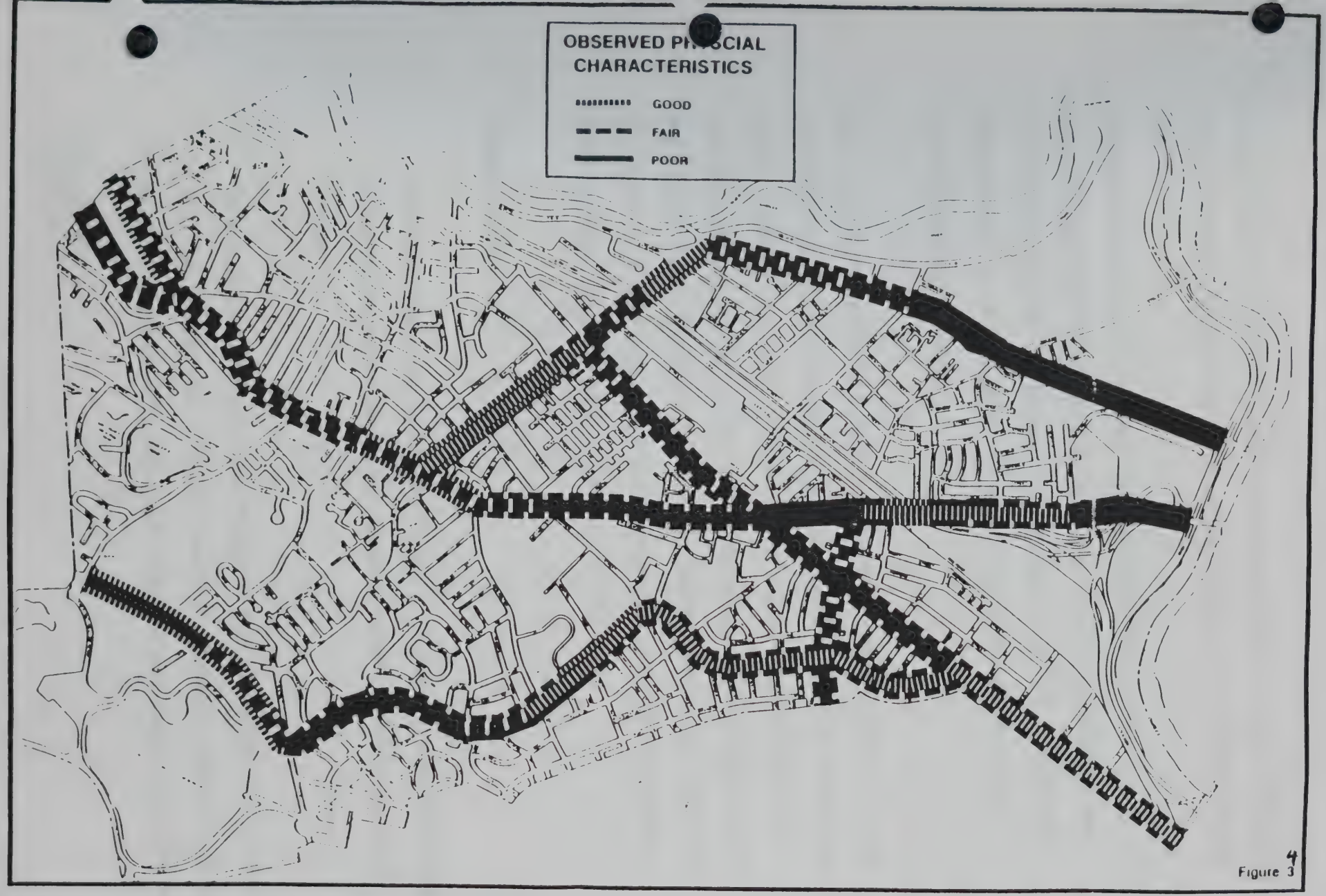

Figure 3

■ *TRAFFIC and PARKING*

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the Union Square/Harvard Avenue/Cambridge Street area. Correspondingly, the highest observed incidence of illegal parking or loading occurred in these areas.

There are two municipal lots in Allston-Brighton with a total capacity of --- spaces. Table 2 lists the location and capacity of each lot. In addition, areas such as Brighton Center and Harvard Avenue have private lots. Observations indicate that the public and private lots are well used, approximately 80-90 percent full during the midday.

Daytime parking shortages in commercial activity areas were found to be most severe near the Harvard Avenue/Union Square and Brighton Center areas. (see Fig. 12). Late night parking shortages, indicating a shortage of residential parking, were found to be acute not only in the Harvard Avenue/Union Square and Brighton Center areas, but near Commonwealth Avenue, particularly near Cleveland Circle. The entire length of Commonwealth Avenue exceeded its on-street parking capacity during the weekday late night hours.

Recommendations

1. Implementation and enforcement of parking restrictions must occur. Peak hour or all day restrictions can be used to provide additional capacity at intersections.

   Several locations for peak hour restrictions (i.e. "No Stopping" from 7:30-9:00 a.m. and/or 4:00-6:00 p.m.) have been identified. These include the south side of Market Street between Saybrook and Guest Streets, the east

side of the North Beacon Street on the approach to Market Street (i.e., at the 'orange' intersection), the north side of Washington Street on the approach to Foster Street, North Beacon Street on the northwest side of Union Square, the Washington Street eastbound approach to Chestnut Hill Avenue, and the east side of the Chestnut Hill Avenue on the approach to Washington Street.

Locations where full-time parking restrictions should be considered include the north side of Market Street on the approach to North Beacon Street and the south side of Cambridge Street between Harvard Avenue and Linden Street.

2. To help alleviate the safety and operational problems in Brighton Center, several approaches can be employed and are shown on Figure 5. The simplest and quickest approach, and the least expensive, would be to provide better roadway pavement markings on all approaches. Ideally, each roadway approach should be striped for two lanes, with an exclusive left turn lane southbound on Market Street.

3. Curb-cuts must be consolidated. Driveways that are located within close proximity to an intersection can reduce safety and cause congestion. The intersection of Market Street and North Beacon Street has a number of curb-cuts. Consolidation of these curb-cuts, over time as land use changes occur, would improve conditions at this intersection. Figure 6 presents a conceptual plan to improve this intersection by consolidating curb cuts and

side of the North Beacon Street on the approach to Market Street (i.e., a [illegible] angle intersection), the north side of Washington Street on the [illegible] Hosier Street, North Beacon Street on the northwest side of [illegible] the Washington Street eastbound approach to Chestnut Hill [illegible] the east side of the Chestnut Hill Avenue on the approach to [illegible] street.

[illegible] turne parking restrictions should be considered include [illegible] Market Street on the approach to North Beacon Street; [illegible] including Street between Harvard Avenue and [illegible]

[illegible] Evaluation of the study area conceptual improvements in Brighton [illegible] [illegible] approaches can be employed and are shown on Figure [illegible]. The [illegible] and quickest approach, and the least expensive, would be to [illegible] roadway pavement markings on the approaches. Ideally, each roadway [illegible] should be striped for two lanes, with an exclusive left turn lane [illegible] approach on Market Street.

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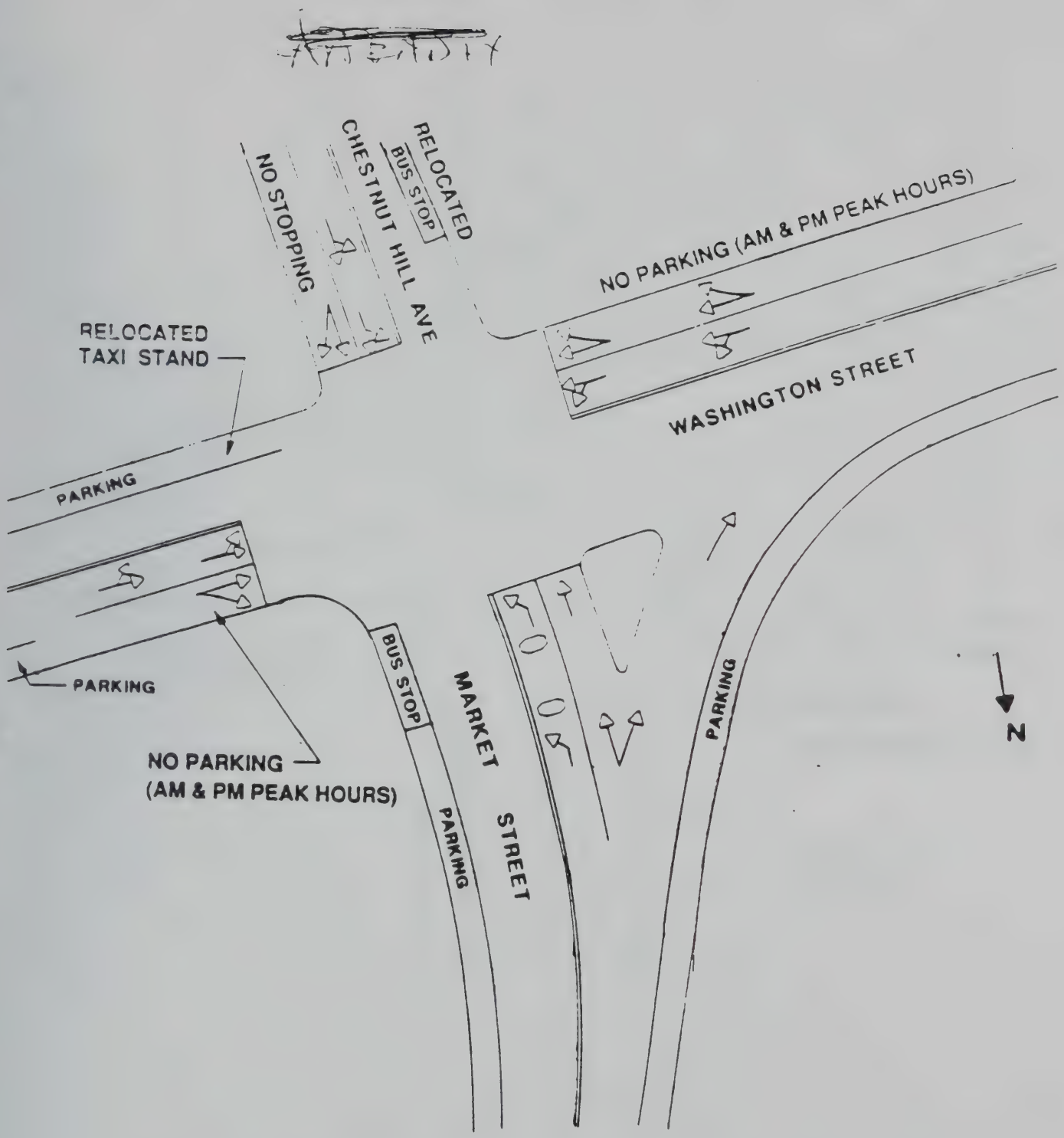
taking other measures similar to those proposed for the intersection of Chestnut Hill, Washington and Market Streets.

4. Signal equipment must be upgraded or new ones installed. Technological improvements now allows signal equipment to be more responsive to traffic flows. Several locations are identified in Figure __ where equipment should be upgraded. At several other locations, increased traffic flow warrants new signals. These are also illustrated in Figure 7.

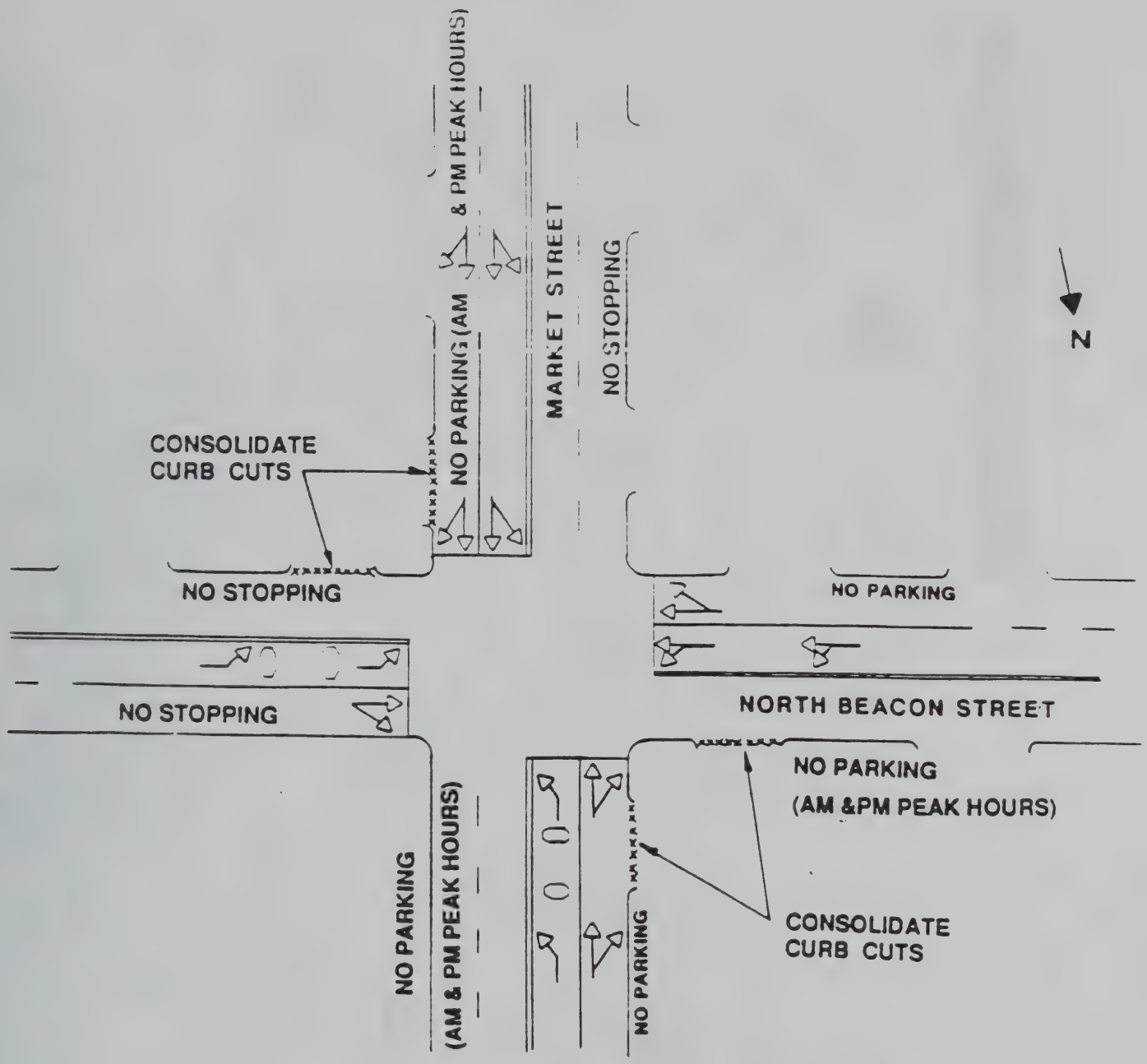
5. Pavement conditions and the location of the MBTA tracks reduces safety and contributes to congestion, such as at Brighton Avenue and between Packards Corner and Washington Street. The Boston Transportation Department has begun the redesign of this section of the roadway and Urban Systems funds have been programmed for the construction work. However, the MBTA must make a decision regarding the status of the Watertown Trolley service before the design for the reconstruction can proceed.

The former Green 'A' Line Corridor between Packards Corner and the Newton City Line deserves review as an urban boulevard, similar to the treatment now being given to Boylston Street, with a wide array of options, particularly if the Green 'A' Line tracks are abandoned. Various pavement, sidewalk and streetscape options should be reviewed with adjacent businesses to develop a workable plan for the entire corridor.



WASHINGTON STREET AND MARKET STREET

Figure 65



NORTH BEACON STREET AND MARKET STREET

■ *TRAFFIC and PARKING*

Figure ~~15~~ 7

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Figure 7

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11. It is in Allston-Brighton's best interests to work towards the attainment of the long term transportation infrastructure improvements broadly illustrated in Figure 19.

GOAL: IMPROVE THE AVAILABILITY OF CUSTOMER PARKING IN COMMERCIAL AREAS

An adequate supply of customer parking is critical to the economic success of commercial districts. Parking shortages have been observed on Harvard Avenue and in Brighton Center. Competing land uses for curb space and off-street parking, such as long-term parking and loading needs, contribute to the problem.

Generally, retail merchants view an adequate supply of on-street parking as being crucial to the economic success of their businesses. Along several of the Boulevards, adjacent residents depend on the on-street parking as their only source of parking. In addition, some commuters both within and outside of the Allston-Brighton community, rely on the availability of on-street parking in Allston-Brighton as park-and-ride facilities. On-street parking shortages contribute to traffic and pedestrian safety deficiencies by encouraging illegal corner parking, parking in bus stops, and double parking which not only can block traffic flow but emergency vehicle access.

Daytime parking shortages in commercial activity areas, were found to be most severe near the Harvard Avenue/Union Square and Brighton Center areas. (See Figure 12). Late night parking shortages, indicating a shortage of residential parking, were found to be acute not only in the Harvard Avenue/Union Square

and Brighton Center areas, but near Commonwealth Avenue, particularly near Cleveland Circle. The entire length of Commonwealth Avenue exceeded its on-street parking capacity during the weekday late night hours.

While Commonwealth Avenue parking shortages tend to be 'linear', the daytime and Saturday peak hour parking shortages in the area of Harvard Avenue and Brighton Avenue tend to be 'area' in nature, the latter lending themselves better to solutions which might involve reasonably sized off-street parking facilities.

Recommendations

1. Parking enforcement must be maintained. Parking regulations are meaningless without the ability to enforce them. If necessary, existing regulations must be changed to whatever can be enforced. Additional parking options must be provided, particularly more off-street parking facilities, to satisfy residential and business worker long term parking demands along the Boulevards.

2. Shared parking opportunities in private lots must be encouraged. Highly complex issues regarding the location, management, funding, and legal liability, and an analysis of temporal demands of shared parking facilities need to be addressed prior to implementation of shared parking facilities. Shared parking areas reduce the land needed to devote to the automobile. A test of this concept near Cleveland Circle where several such sites already exist, is recommended during the short term with expansion of the concept to other sites once a successful test has been implemented.

[illegible] tion Park [illegible] areas, but near Commonwealth Avenue, particularly near [illegible] Circle. The entire length of Commonwealth Avenue [illegible] is [illegible] parking capacity during the weekday late night hours.

While Commonwealth Avenue parking shortages tend to be [illegible] during [illegible] and Saturday peak [illegible] parking shortages in the area of Harvard Avenue and Brighton Avenue [illegible] area, the latter lending the reserves not to solicitors which [illegible] reasonable street off-street parking facilities [illegible]

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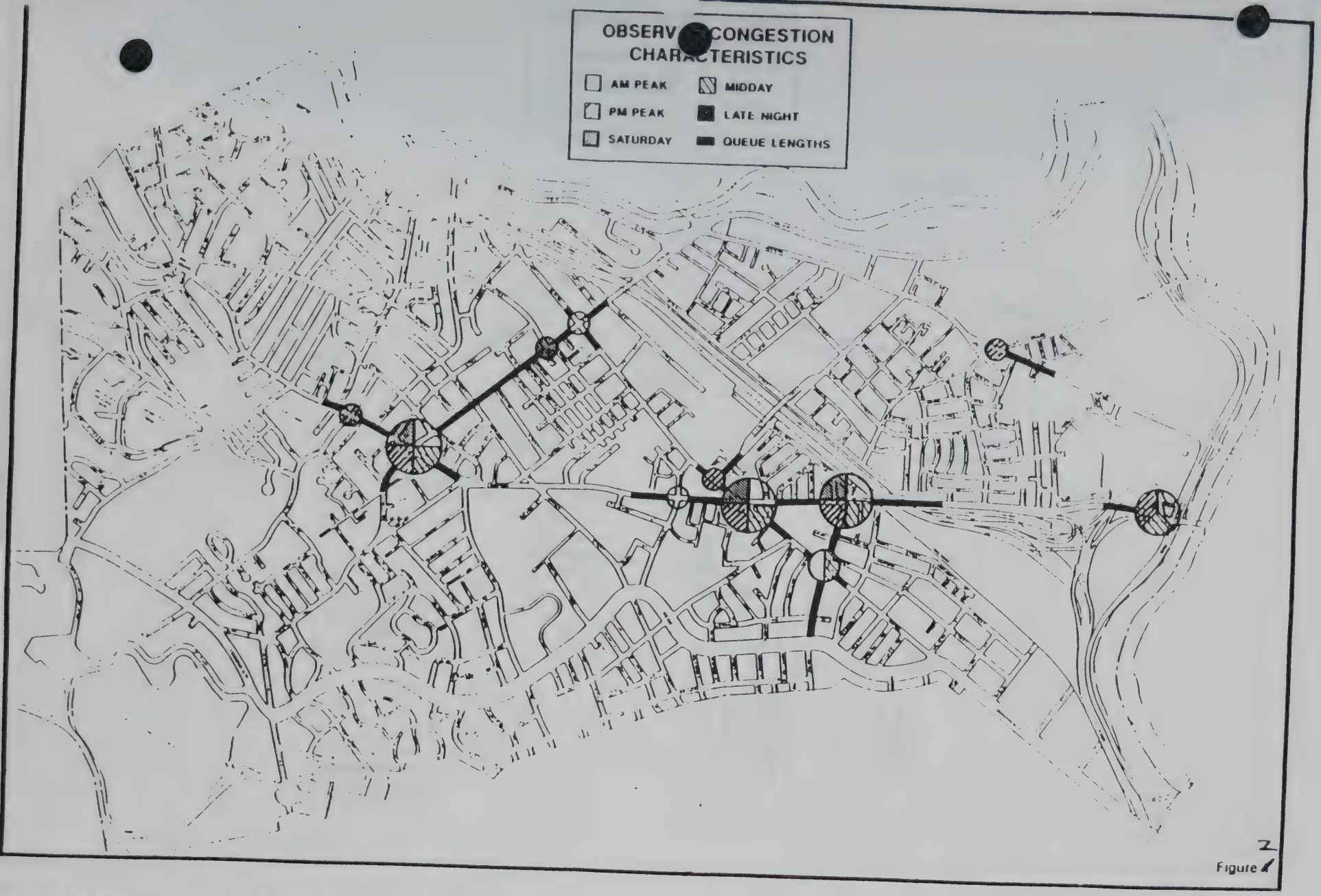

Figure 2

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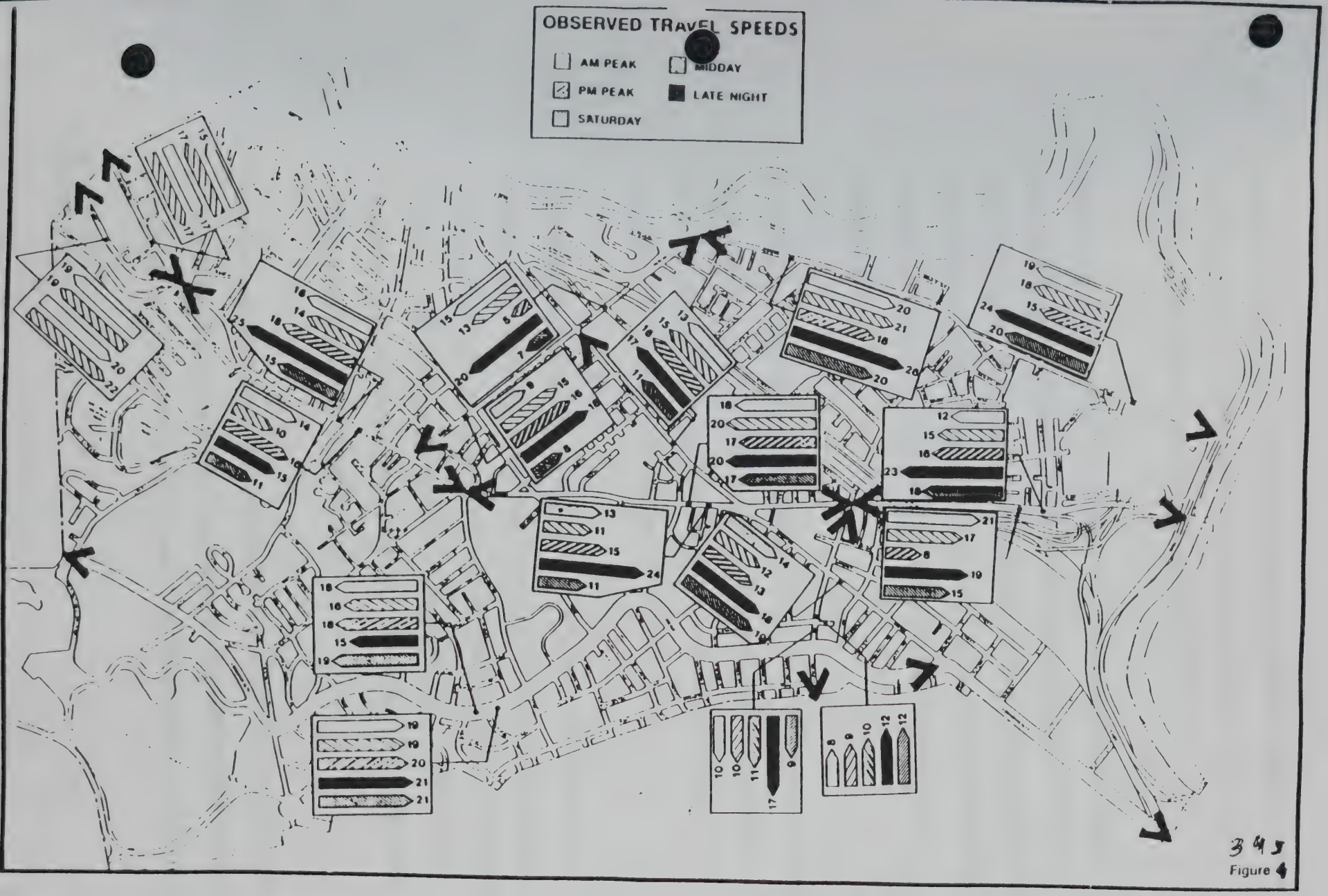

Figure 4

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6. Resolution of the old Green 'A' Line service is of paramount importance both to provide safety and aesthetic improvements along the corridor and to resolve the future of transit services along the corridor.

Recommendations for Brighton Avenue, are long-term traffic strategies. Removal of the MBTA Green 'A' Line branch trolley tracks must occur all along Brighton Avenue, except in the immediate vicinity of Packards Corner. If and when the trolley tracks are removed, a reconstructed Brighton Avenue could be built under one of several alternatives being considered by a consultant to the BTD.

One recommended option illustrated on Figure 18, involves construction of a fairly continuous median which would provide safety for turning vehicles. However, access to adjacent land uses would be more circuitous and would result in slightly higher traffic volumes on Brighton Avenue.

The wide median concept provides pedestrians with a safe haven in the middle of the boulevard, and presents an opportunity to do some type of median landscaping to enhance the aesthetics of the boulevard. Brighton Avenue is one of the community's most important thoroughfares, and accordingly should have a more attractive streetscape than exists today. This scheme would accomplish this goal.

7. Commonwealth Avenue between Packards Corner and Washington Street must be reconstructed. The Boston Transportation Department has begun the redesign of this section of the roadway, and Urban Systems funds have been

[illegible] of the old Green 'A' Line service is of paramount importance both [illegible] provide safety and aesthetic improvements along the corridor and to [illegible] the future of transit services along the corridor.

[illegible] endeavors for Brighton Avenue, are long-term traffic strategies [illegible] [illegible] of the MBTA Green 'A' Line branch trolley track must occur all [illegible] Brighton Avenue, except in the immediate vicinity of Packards Corner, [illegible] when the trolley tracks are removed, a reconstructed Brighton Avenue [illegible] be built under one of several alternatives being considered by a [illegible] to the BTD.

[illegible] Friday on January 18, there was demonstration of [illegible] lanes which would provide gains for turning vehicles, [illegible] and [illegible] be more attractive and safer [illegible] [illegible] traffic volumes on Brighton Avenue.

[illegible] median concept provides continuations with a safe haven in the [illegible] of the boulevard, and presents an opportunity to do some type of [illegible] landscaping to enhance the aesthetics of the boulevard. Brighton [illegible] one of the community's most important thoroughfares, and [illegible] should have a more attractive streetscape than exists today [illegible] we would accomplish this goal.

[illegible] between Packards Corner and Washington Street must [illegible] a reconstruction. The Boston Transportation Department has begun the [illegible] design of this section of the roadway [illegible] Systems Funds have been

programmed for the construction work. Under the design, the MBTA tracks would be relocated to the middle of Commonwealth Avenue. This would provide significant safety improvements at Packards Corner and at the intersection of Commonwealth Avenue and Washington Street.

8. Parking strategies must be undertaken as well. Success of traffic improvements will hinge upon the modification of local parking. Presently, on-street parking is permitted on the Washington Street eastbound approach (metered spaces) and on the Chestnut Hill Avenue approach, in the form of a taxi stand. Relocation of the taxi stand, perhaps around the corner from its present location onto Washington Street would alleviate traffic conflicts. The Market Street southbound MBTA bus stop, which is presently located on the island, would need to be shifted to the Chestnut Hill Avenue side of Washington Street.

   Along Washington Street, parking in the immediate vicinity of the intersection will need to be restricted during the morning and afternoon peak travel hours. These restrictions, assumed to be 'NO STOPPING', could be applied directionally, depending on the time of day and traffic volumes, or on both approaches during both peak hours. A conceptual plan, shown on Figure 14, which brought all of these modifications together, would realize significant safety and operational improvements.

9. Like Brighton Center, improvements (See Figure 15) to safety and operations at the intersection of Market Street/North Beacon Street would incorporate several quick and relatively inexpensive traffic and parking strategies.

to the construction work. Under the design, the MBTA would be relocated to the middle of Commonwealth Avenue. This would [illegible] significant safety improvements at Packards Corner and at the [illegible]ion of Commonwealth Avenue and Washington Street.

[illegible] strategies must [illegible] undertaken as well. Success of traffic [illegible]ems will hinge upon the modification of local parking. Presently [illegible] parking is permitted on the Washington Street westbound approach [illegible] suggested [illegible] on the Chestnut Hill Avenue approach. In the long or [illegible]

[illegible]d. Relocation [illegible] the taxi stand, perhaps around the corner to the [illegible] location [illegible] Washington Street would alleviate traffic conflicts. [illegible] at Street southbound MBTA bus stop, which is presently [illegible] stand would need to be shifted to the Chestnut Hill Avenue side of [illegible] Street.

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[illegible]nter improvements (See Figure 15) to safety and operations [illegible]on of Market Street [illegible] Beacon Street would incorporate [illegible] and rest [illegible] pedestrian [illegible] and parking [illegible]ategies.

Safety and operational shortcomings are due to high left turn demands on Market Street southbound and North Beacon Street westbound. Additionally, many curb cuts come in close proximity to the intersection itself, dramatically increasing potential vehicle conflicts at the intersection.

Measures to be undertaken would include new pavement markings on each approach to provide a general purpose and exclusive left turn lane; and separate turning phases for Market Street southbound and North Beacon Street westbound. On-street parking would need to be prohibited during peak hours where no restrictions exist. Existing no parking zone restrictions, whether peak hour or 24-hours, would need to become no stopping zones. Existing signal equipment and operations would require modifications, and curb cuts to immediate land uses would require consolidation when the opportunity arises.

10. Left turn lanes must be provided. Left turns in an intersection can reduce the capacity of the intersection. Vehicles making left turns block traffic flow behind them when they conflict with on-coming traffic. Providing left turn lanes allows traffic to flow around these vehicles.

    Provisions of left turn lanes, with lane markings and appropriate parking restrictions (including the relocation of the bus stop and the cab stand), would improve the operations of the intersection of Chestnut Hill, Market and Washington. These improvements are illustrated in Figure 6.

and operational shortcomings are due to high left turn demands on Market Street southbound and North Beacon Street westbound. Additionally, many curb cuts come in close proximity to the intersection itself, dramatically increasing potential vehicle conflicts at the site section.

As to be undertaken would include new pavement markings on each approach to provide a general purpose and exclusive left turn lane, and change a turning phase for Market Street southbound and North Beacon Street westbound. On-street parking would need to be prohibited during peak hours where no restrictions exist. Existing no parking zone in this area, whether peak hour or 24-hours, would need to become a zone. Existing signal equipment and operations would require modifications and curb cuts to immediate land uses would require when the opportunity arises.

lanes must be provided. Left turns in an intersection can reduce capacity of the intersection. Vehicles making left turns block traffic behind them when they conflict with on-coming traffic. Providing left lanes allows traffic to flow around these vehicles.

Adding a o left turn lanes with lane markings and appropriate parking restrictions (including the relocation of the bus stop and the taxi stand), would improve the operations of the intersection of Chestnut Hill, Market and Washington. These improvements are illustrated in Figure 8.

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3. The construction of new parking facilities must be investigated. In the Harvard Avenue area, three potential off-street parking facility sites have been identified, one or more of which, if implemented, could provide tremendous relief to existing parking shortages in the area. The potential number of spaces, ownership, construction costs, and operational costs for each of these sites should be evaluated to establish priority for implementation. To make a new parking facility a reality, merchants who benefit from it will have to participate in its construction and subsidize its operation, perhaps through customer/employee parking validation programs.

   Near Brighton Center, a potential off-street parking facility site has been identified in the northeast corner of the intersection of Market and Washington Streets. This publicly owned parcel of land would have access via Market Street. It would be desirable to encourage its use for long term parking. As noted above for the Harvard Avenue area, because the parking demands served will benefit the adjacent business community, the implementation and operating cost burden must be shared by the adjacent business community. Figure 8 identifies these (and other) parking strategies.

GOAL: **IMPROVE THE AVAILABILITY OF PARKING FOR RESIDENTS**

Resident parking problems have been identified by Allston-Brighton residents. This results from a multitude of issues including inadequate off-street parking and commuters parking in residential areas. Tremont Street near Oak Square is apparently being used by commuters as a convenient location to park vehicles and

TRAFFIC and PARKING

Figure 8

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transfer to MBTA express bus services. The Boston Transportation Department has instituted resident parking Programs (RPP) in a number of areas throughout Allston-Brighton to address concerns about commuter and employee parking patterns. Expansion of this program must be explored.

An additional option is the sharing of off-street parking facilities, by residents and commercial uses. This could be particularly valuable in the dense Commonwealth Avenue corridor.

Finally, the Allston-Brighton Neighborhood Article requires off-street parking. New construction must be particularly sensitive to meeting this requirement.

Recommendations

1. Expansion of the RPP must occur. A potential future candidate is the section of Tremont Street near Oak Square where commuters park on the street to use the express bus service. At the initiation of area residents, the BTD should investigate and determine the appropriateness of an RPP for this area.

2. Since the on-street parking supply is inadequate to meet the parking demands in some sections of Allston-Brighton, opportunities for parking by area residents in off-street lots must be investigated.

   Shared parking facilities in commercial areas or in new residential developments should be considered. These parking facilities could be used by

residential car owners at night and by commercial patrons during the day. A possible opportunity in the Cleveland Circle area has been identified.

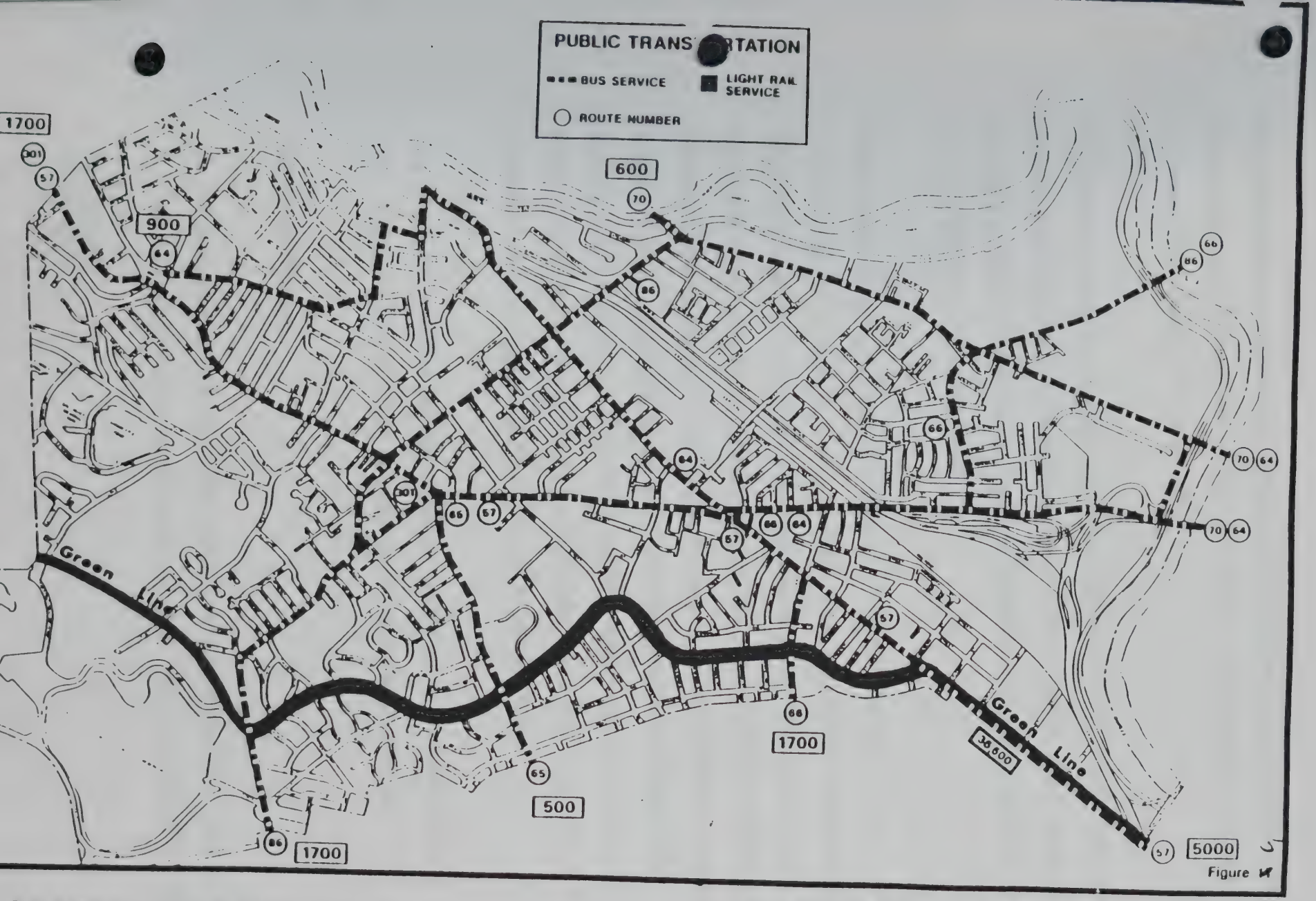
3. Off-street parking requirements must be met. The parking requirements of the Zoning Code must be met in any new development.

GOAL: IMPROVE TRANSIT SERVICE TO THE DOWNTOWN AND OTHER DESTINATIONS

The boulevards are serviced by two modes of public transportation: light rail and bus service. The MBTA presently operates seven bus routes in Allston-Brighton, all of which service some segment of the boulevard network. Figure 11 illustrates the routes of the MBTA's Green Line Commonwealth Avenue "B" line branch, and the entire seven bus routes serving the Allston-Brighton community.

In addition to bus and light rail routings, estimated daily ridership numbers are also shown on Figure 5. The ridership numbers are for the boardings which occur only within the Allston-Brighton community.

Everyday, nearly 50,000 Allston-Brighton residents use transit. The seven bus routes combined transport approximately 13,000 daily riders, 5000 of which ride the Kenmore-Watertown bus alone. The Route 57 and the Route 301 Brighton Center-Downtown Express buses, with a combined daily Allston-Brighton ridership of 6,700 passengers/day, provide the downtown access function of the discontinued "A" line street car service. The Commonwealth Avenue "B" line light rail service has a daily ridership of about 36,600, or roughly 75 percent of all



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BOSTON REDEVELOPMENT AUTHORITY

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Allston-Brighton's transit ridership. This results in a dependency on a single line to meet the needs of the Allston-Brighton community. Overcrowding of this line has been a stated issue of the residents.

The Brighton Avenue/Cambridge Street/Washington Street/Tremont Street corridor contains two MBTA tracks for its entire length. Presently, bus service is provided along the corridor with passengers having to transfer onto crowded Green Line trains at the Kenmore Square Station.

While no active Green Line service is provided or is contemplated for this corridor, Green Line vehicles, during late night hours, are regularly transported down these tracks for maintenance at Watertown Square. At the present time, Brighton Avenue is scheduled to be upgraded under an Urban Systems Program between Packards Corner (Commonwealth Avenue) and Union Square. However, this Urban Systems project is inactive until the long term status of the MBTA trolley tracks is determined. When the proposed new Green Line maintenance facility is opened at a soon to be constructed Relocated Lechmere Station, the function now served by the old A Line tracks will be superfluous.

The neighborhood of North Allston is poorly connected to the downtown and other neighborhoods of Boston but, better connected to Cambridge.

<u>Recommendations</u>

1. To bring full consistency to the Commonwealth Avenue Green Line services, MBTA Segment B improvements are needed. This could occur through the

relocation of the Commonwealth Avenue tracks from the north side of the roadway to the median. This plan has already been fully designed and should be pursued in the long term (with geometric intersection improvements for Commonwealth Avenue at both Harvard Avenue and Washington Street and detailed in the discussion of pedestrian movement).

2. The future of the Watertown trolley service must be decided. While commuter service has not operated for over twenty years, the MBTA has not officially abandoned it. As a result, the reconstruction of Brighton Avenue has been delayed. The MBTA and the Allston-Brighton community should officially make a decision.

   If the MBTA officially abandons the line, consideration should be given to constructing a mini-terminal on Brighton Avenue, just west of Packards Corner. This would facilitate transfers between the #57 bus and the Green Line. Bus service should also be retained along this corridor.

   As conceived, this possible new two-track 'mini-terminal', which requires further study, would permit bus passengers to unload directly into waiting green line vehicles, particularly during peak hours. Green Line vehicles using this new mini-terminal service could have an eastern terminal either at Lechmere Station, North Station, Government Center, or Park Street. Communications between bus drivers and Green Line drivers would ensure smooth bus/rail transfers. This new terminal would help rectify the existing poor transfer situation for existing Allston-Brighton Route 57 bus riders who

relocate [illegible] of the Commonwealth Avenue tracks from the north side of the roadway to the median. This plan has already been fully designed and would be [illegible] the long term (with geometric intersection improvements for Commonwealth Avenue at both Harvard Avenue and [illegible] Street and detailed in the discussion of pedestrian movements).

[illegible] of the Waterhouse trolley service must be questioned. While [illegible] service has not operated [illegible] over twenty years, the MBTA has [illegible] abandonment. As a result, the reconstruction of Brighton Avenue [illegible] The MBTA and the Allston-Brighton [illegible] should [illegible] a decision.

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[illegible] between bus drivers and Green Line drivers would ensure [illegible] This new terminal would help rectify the existing [illegible] Allston-Brighton Route 57 bus riders who

use crowded Green Line trains at Kenmore Station travelling to and from downtown Boston.

In addition, abandonment of the tracks would permit the Brighton Avenue Urban Systems Project to move forward and corridor safety, streetscape, and traffic operational improvements to be made for its entire length.

3. Options of expanded express bus service must be explored. The MBTA should explore new express bus service options that access the Turnpike at Allston Landing to provide the North Allston residents with better connections to the downtown.

GOAL: **IMPROVE PEDESTRIAN SAFETY AND CIRCULATION**

Pedestrian activity is high in areas of concentrated commercial activity, densely populated neighborhoods, near recreational facilities and at MBTA stops. The Commonwealth Avenue/Harvard Avenue intersection had the highest occurrence of reported accidents of any intersection along the boulevards. Perhaps the greatest causal factor to this safety deficiency is the high number of potential vehicular conflict points (58) between the traffic streams of Commonwealth Avenue and pedestrians, its two frontage roads, and Harvard Avenue.

Commonwealth Avenue/Harvard Avenue was observed during all five time periods as the location with the most intense pedestrian activity. This high level of pedestrian activity is due to a combination of an active commercial area, a

use crowded. Many Hing vehicles at Kenmore Square travelling to and from downtown Boston.

In addition, abandonment of the tracks would permit the Brighton Avenue Urban Systems Project to move forward and corridor safety, streetscape, and traffic operational improvements to be made for its entire length.

3. Option 3 of expanded express bus service must be explored. The MBTA should explore new express bus service options that access the Turnpike at Allston Landing, to provide the North Allston residents with better connections to the downtown.

GOAL 3 - IMPROVE PEDESTRIAN SAFETY AND CIRCULATION

In addition to its role as a concentrated commercial activity, Kenmore Square is a neighborhood, a car recreational facilities and at MBTA stops. The Commonwealth Avenue/Beacon Avenue intersection had the highest occurrence of pedestrian accidents of any intersection along the boulevards. Perhaps the greatest contributor to this safety deficiency is the high number of potential vehicular conflicts (53) between the traffic streams on Commonwealth Avenue and Beacon, the two frontage roads, and Harvard Avenue.

Harvard Avenue was observed during all five time periods to have the most intense pedestrian activity. This high level of pedestrian activity is due to a combination of an active commercial area a

densely populated neighborhood and the location of a MBTA Green Line trolley stop.

The problems at Commonwealth Avenue's intersection with Washington Street are similar to those at Harvard Avenue. Again, the high number of accidents occurring at this intersection are probably due in part to its many potential conflict points.

Safety and operational shortcomings on N. Beacon/Market Street are due to the high left turn demands on Market Street southbound and N. Beacon St. westbound. Additionally, many curb cuts come in close proximity to the intersection itself, drastically increasing potential vehicular/pedestrian conflicts.

Reduction of pedestrian/traffic/transit conflicts at the aforementioned intersections is of importance to the community. In addition, the pavement conditions and the location of the MBTA tracks reduces safety and contributes to congestion.

Recommendations

1. Pedestrian signals must be upgraded. Pedestrian actuated signals are located throughout Allston-Brighton. Figure 9 identifies several locations that should be considered for either new or upgraded pedestrian signal equipment.

2. Intersection redesign must occur. Improvements to Commonwealth Avenue are planned under the Urban Systems program. Additional improvements

such as the conceptual sketch outlined in Figure 10 and 11 should also be investigated to further simplify operations at Harvard Avenue and at Washington Street to improve pedestrian safety.

Essentially, the conceptual plan calls for the blockage of all movements from the frontage roads onto Commonwealth Avenue at the intersections with Harvard Avenue and Washington Street. Frontage road traffic, except that related to immediately adjacent land uses, would be channelized onto Commonwealth Avenue well back from the intersection. All turning movements would be made from the main line itself. Vehicles desiring to enter the frontage route would have to do so only after first proceeding through the intersection.

This would result in the reduction in the number of potential vehicle conflict points. Equally important, the intersection would be "tightened-up" by shortening the pedestrian/vehicle crossing distance across Commonwealth Avenue by about 50 percent. Today there is virtually a "sea of pavement" that pedestrians and vehicles must negotiate in order to reach the opposite side of Commonwealth Avenue.

With the "tighter" geometrics and corresponding shorter travel distances, less loss time (yellow and red signal clearances) would result while providing design opportunities for the area where the Commonwealth Avenue frontage roads would be eliminated. Implementation of this proposal would result in the possible relocation of the MBTA Green Line stop.

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IX. LINKING OPEN SPACE AND PARKS

The vision for Allston-Brighton is to ensure that all residents have reasonable access to open space and recreational facilities.

Allston-Brighton's open space resources offer its residents a variety of experiences. Public spaces provide water dependent and water enhanced recreational opportunities at the Charles River Reservation, Chandler's Pond and the Chestnut Hill Reservoir. These opportunities are augmented with public recreational facilities such as tennis and basketball courts, baseball and soccer fields, and boccie courts. Private open spaces support these resources by providing additional passive recreational opportunities to Allston-Brighton residents.

A variety of public open space resources contribute to the visual and physical diversity of the urban fabrics in Allston-Brighton. Playgrounds, sports fields, squares, monuments, urban wilds, community gardens and cemeteries enhance the beauty and character of the residential and commercial districts of the neighborhood and serve as focal points of community activity.

Allston-Brighton is a neighborhood whose strongest characteristic is its residential component. Housing types range from low density one and two family homes to high density apartment buildings. While back yards provide some open space opportunities in the low density sections of Allston-Brighton, residents of the higher density neighborhoods, where there are few back yards -- are very dependent on the active and passive recreational resources of public open spaces.

The majority (51%) of Allston-Brighton's population, in the 1980 census, was between the ages of 20 and 34 while an additional 17% was under 20. The fact that 68% of Allston-Brighton's population is under 35 indicates a great demand for active recreational facilities such as baseball fields and basketball courts.

The existing public parkland provides a mix of passive and active recreational opportunities. The types of activities and their proximity to the user population has been identified by the Allston-Brighton community as a key concern.

The condition of these public resources is an element that nurtures the use each one receives. The Flynn Administration's goal, implemented through the Mayor's Office of Capital Planning and the Boston Parks and Recreation Department is to restore and revitalize the parks under the City's stewardship. Thus, the Boston Parks and Recreation Department has budgeted $1,439,000.00 to refurbish eight parks in Allston-Brighton through 1989. For example, $240,000 was spent to improve Smith Park and $340,000 worth of improvements were made to the athletic courts and fields.

at Ringer Park. At each park new playground equipment was installed and improvements were made

The Parks Department has actively sought the input of the neighborhood by sponsoring events where residents are invited to assist in the planning and design of parks proposed for renovation. These efforts have been supported by the City's Public Facilities Department which in the past two years has planted street trees to enhance the streetscape connecting the City's park resources.

The Commonwealth of Massachusetts, through the Metropolitan District Commission (MDC) recognizes the value of the Charles River Reservation as a

[illegible]ry (15%) of Allston-Brighton's population. In the 1970 census, was [illegible] in the ages of 20 and 34 while an additional [illegible] was under 20. The fact [illegible] of Allston-Brighton's population is under 35 indicates a great demand for [illegible] recreational facilities such as baseball fields and basketball courts.

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[illegible] of these public [illegible] as an element that nurtures the use and [illegible]. The [illegible] Administration's goal, implemented around [illegible] the Mayor's [illegible] Planning [illegible] the Boston Parks and Recreation Department [illegible] to [illegible]alize the parks under the City's stewardship. Thus, the Boston [illegible] Department has budgeted $1,435,000.00 [illegible] rehabilitation [illegible] Brighton through 1989. For example, $245,000 was spent to [illegible] Park and $340,000 worth of improvements were made to the [illegible] and fields.

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[illegible] Commonwealth of Massachusetts, through the Metropolitan [illegible] Mission (MTC) recognizes the value of the Charles River Reservation as a [illegible]

unique open space resource, connecting the various neighborhoods of the City with those of Newton and Cambridge.

In creating the Open Space Plan for Allston-Brighton, a number of operating principles was developed to guide the planning process. These can be defined as follows:

- Each park should be designed to meet the needs of persons of all age groups. Parks should not be designed for only certain segments of the population.

- Each park should have a variety of features and facilities in order to provide for a variety of activities.

- Parks should have a predominantly green and natural character.

- The amount of paved area in a park should be minimized.

- The natural features of the Urban Wilds should be preserved, for they contribute significantly to the beauty and identity of Allston-Brighton.

POLICY GOALS

To achieve the vision for Allston-Brighton, the following set of policy goals were established during the IPOD process.

- Protect and improve the quality of existing public open spaces.

Planning

1. Restrict physical development to prescribed geographical areas and campuses. Promote efficient land use which will protect the character of the surrounding community.

2. Reduce the amount of off-campus parking through the generation of sufficient on-campus parking facilities. Develop institutional transportation planning strategies, through traffic management, traffic demand, and transportation improvement initiatives which will improve neighborhood traffic conditions.

3. Maximize the benefits to the Allston-Brighton community through the establishment of the ongoing relationship which will provide for the initiation of programs and benefits targeted to the community.

4. Generate employment and job training opportunities for Allston-Brighton residents.

5. Promote urban design which is compatible with the surrounding community.

6. Maximize the amount of publicly accessible open space within institutional campuses.

7. Enhance community services and facilities through the utilization of institutional resources.

All future institutional development in Allston-Brighton including new construction, acquisition/rehabilitation and land purchase will be subject to institutional master plan and development review requirements established in the zoning provision. Future institutional master plans will not be approved by the City unless they conform to the goals of the Allston-Brighton Neighborhood Plan. Evaluation of "highest and best use" land scenarios must be viewed from the perspective of community needs. Any future institutional development must support community growth, neighborhood stability, and the quality-of-life of Allston-Brighton residents and must not result in displacement but should, in fact, strive to create community housing, employment, business opportunities, and open space. The institutional master plan requirement establishes an open and accountable process for the review and dialogue on proposed institutional development.

Impacts of students in the Allston-Brighton community include a decrease in the number of housing units available to year-round residents; parking demand by students and neighborhood residents for a limited number of spaces; and conflicts between students and residents over student behavior. Noise from late night parties has seriously affected the quality of life of Allston-Brighton residents. The educational institutions have taken the first steps in addressing the issue by meeting with civic organizations and through their respective Task Forces. More must be done.

When an institution has prepared a Master Plan and has received approval from the community, the BRA Board and the Zoning Commission, any proposed

Chandler's Pond -- to the active recreation centers such as Rogers Park and McKinney Playground which have basketball courts and baseball fields.

This chapter details a number of implementation strategies through which the open space goals for Allston-Brighton can be achieved.

GOAL: PROTECT AND IMPROVE THE QUALITY OF EXISTING PUBLIC OPEN SPACES.

Public parks are already protected from disposition or development by requirements that the approval of the Boston City Council and a vote of 3/4 of the members of the state legislature are needed in order to remove land from park use. The Open Space Zoning District adds additional protection by requiring a public hearing before the City of Boston Zoning Commission in order to rezone public open space for another use. This ensures that decisions concerning the disposition or change in land use of public open space cannot occur without allowing for input from the general public.

Public open space in Boston has traditionally been zoned as residential, commercial, or industrial depending upon the zoning district adjacent to the particular open space. The adoption, in 1988, of text amendments 101 and 102 to the Zoning Code of the City of Boston created the Open Space Zoning District, with associated sub-districts, which was established to recognize the actual use of land as parks and public open spaces for public use and enjoyment.

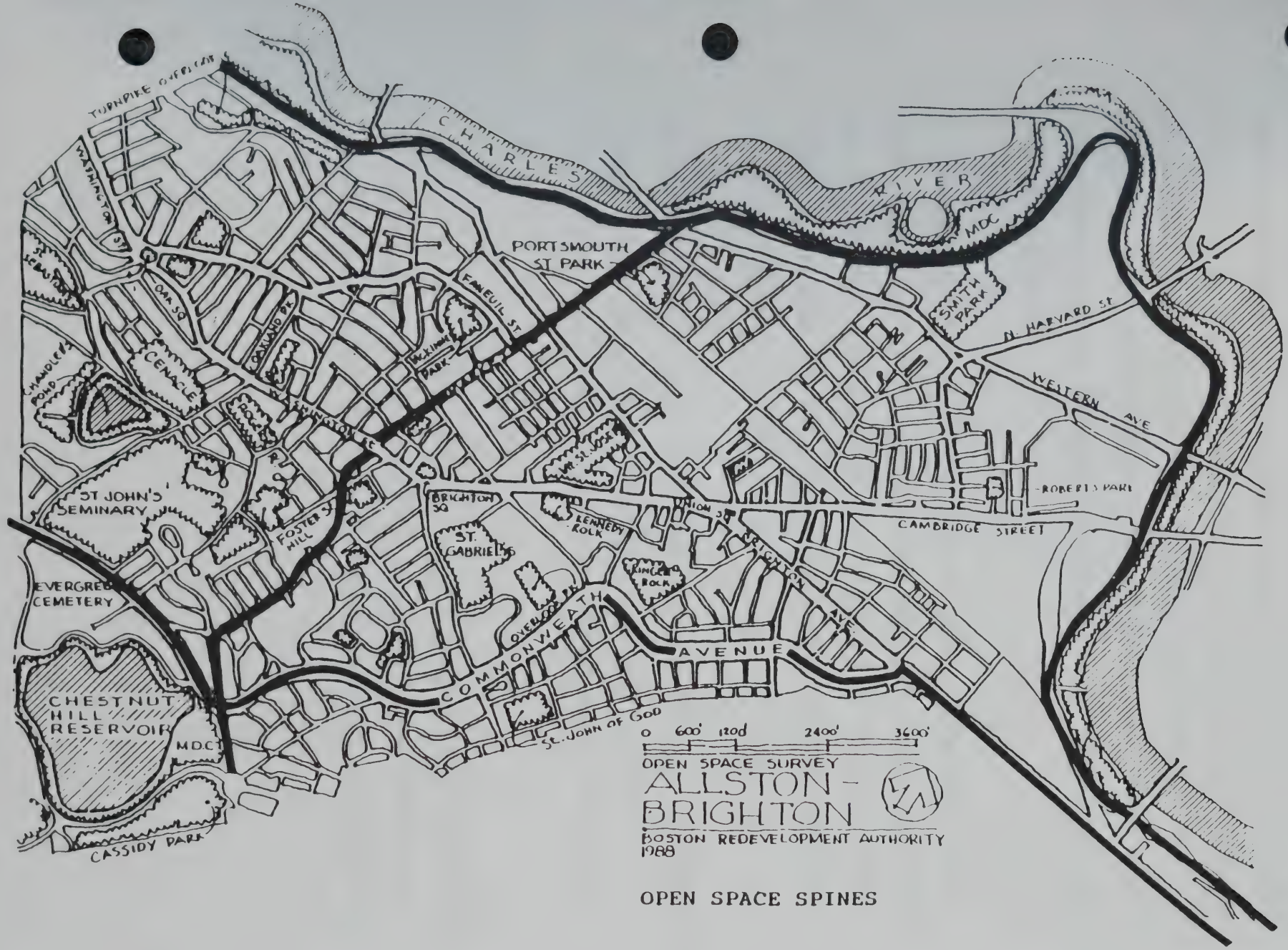
Enhancement of the existing parks to allow a variety of uses while preserving the passive open space quality is of primary importance. To meet the needs and

interests of persons of all age groups, each park should have a mix of features and facilities which should include: greenery; sitting areas; playground equipment; and athletic courts and/or fields.

One trend which has had a negative effect upon the physical appearance of park lands has been the increase over time of the amount of paved area ~~in the parks.~~ A balance should exist between the green areas of a park and active recreational facilities, such as basketball courts, which may require paved surfaces. The amount of paved area in a park should not be such that it obliterates its intended natural and green character as a setting for recreational activities and for passive enjoyment of open space.

Parks and open spaces in Boston have periodically been singled out as locations for potential development. The construction of the Shattuck Hospital on a portion of Franklin Park is one example. As a limited and irreplaceable resource, the remaining public open space in Allston-Brighton should be retained as open space for permanent public use and enjoyment. Due to the limited amount of green open space in the neighborhood, no further open space land should be built upon even if the structure were to house recreational activities. While recreation is a major use of open space, the open and natural character of open space should not become secondary to recreational uses.

The Parks Department has in the past few years renovated a number of parks throughout Allston-Brighton. Two parks which are in need of planning and design improvements are Chandler's Pond and Fidelis Way Park.



OPEN SPACE SPINES

Chandler's Pond

The boundaries between the public open space at Chandler's Pond and abutting private properties are unclear. Two areas where the lack of separation between property lines is confusing are the west side of Chandler's Pond where the Chandler Pond condominiums seem to be located right in the park, and the north side of the pond where the back yards of houses on Kenrick Street come close to the shore of the pond.

The walkway along the south side of Chandler's Pond is a wide, asphalt area adjacent to the roadway. There is no real curb separating the walkway from the road, suggesting that the walkway is really a parking area. The asphalt comes right up to the trunks of the trees along the pond and greatly detracts from the otherwise natural beauty of the pond.

Access to Chandler's Pond from Kenrick Street is possible by passing between two houses at the former Lake Shore Road right-of-way. At present, this access point looks more like a path through someone's yard than the entrance to a public park.

Lake Shore Road is located on the south shore of the pond. Where the road once passed by the west side of the pond, rock barriers now prevent vehicles from passing through the park. Traffic is now diverted through the adjacent apartment complex.

Fidelis Way Park

Located in the interior of the Monastery Hill block, Fidelis Way Park is not readily visible or accessible from any street. The only access points are from the Commonwealth Development on Fidelis Way or the Monastery Path stairway. Monastery Path stairway ascends from Warren St. to Monastery Road. The stairway has fallen into disrepair, with extensive weed growth obstructing the path. Rocks, chunks of concrete, and other debris have fallen onto the path from the embankment of St. Gabriel's parking lot adjacent to the path. As the main public access route to Fidelis Way Park, Monastery Path needs to be cleared and repaired to allow for safe access to the park.

Adjacent to Monastery Path on Warren St. is Brighton High. The driveway on the Brighton High property adjacent to Monastery Path is in disrepair and appears to be used infrequently.

Recommendations:

1. The Allston-Brighton community and Parks and Recreation Department must continue to work together to ensure that parks are designed to meet the needs of all age groups and that the parks have a predominantly green and natural character. Further, the community must ensure that new buildings do not encroach onto the public open space resources.

2. The quality and sense of the public open space resource at Chandler's Pond must be created and enforced. To accomplish this, the boundaries of the park should be physically demarcated so that users of the park can easily discern its limits from private property. In addition curbs and a smaller

In the interior of the Monastery Hill block, Fidelis Way Park is not visible or accessible from any street. The only access points are from the adjacent Development on Fidelis Way or the Monastery Path stairway by Monastery Park stairway ascends from Warren St. to Monastery Road. The stairway has fallen into disrepair with extensive weed growth obstructing the path. Rocks, chunks of concrete, and other debris have fallen onto the path from the embankment. Gabrielle's parking lot adjacent to the park. As the only public access point to Fidelis Way Park, Monastery Path needs to be cleared and repaired to allow for access to the park.

The Monastery Path [illegible] Green St. to Augusta High [illegible] stairways in [illegible] with property adjacent [illegible] Monastery Path [illegible] discovery and [illegible] requests.

[illegible]

Inter-Religious Community and Parks and Recreation Department [illegible] to work together to ensure that parks are designed to meet the [illegible] of all age groups and that the parks have a welcoming ambiance and [illegible] character. Further, the community must ensure that new buildings [illegible] encroach onto the public open space resources.

The quality and extent of the public open space resources at Chevalier's Pond must be created and enforced. To accomplish this, the boundaries of the [illegible] should be physically demarcated so that users of the park can easily [illegible] its limits from private property. In addition, parks and a smaller

sidewalk must be constructed along the south side of Chandler's Pond to better define the boundary between the road and park and improve its aesthetics. With the curb and the delineation of parking spaces, the parking of vehicles on parkland would be discouraged.

The access from Kenrick Street must be better designed. A formal park entranceway should be created to make the public aware that it is a public access to the park. Finally, the portion of the Lake Shore Road right-of-way within the park should be de-mapped and designated as parkland.

3. Access to Fidelis Way Park from Warren Street should be enhanced. A formal access route should be established to the park from Washington Street. Signs should be placed on Warren Street and Washington Street that would direct people to the park. Monastery Path needs to be cleared and repaired to allow for safe access to the park. In addition, if the driveway right-of-way were to be combined with Monastery Path, a larger landscaped entrance to Fidelis Way Park could be created while allowing for continued limited use of the right-of-way as a driveway and fire lane.

GOAL: IDENTIFY THE NEED FOR, AND LOCATION OF, POTENTIAL ADDITIONAL OPEN SPACE RESOURCES FOR ALLSTON-BRIGHTON.

Some areas of Allston-Brighton have an adequate amount of public open space to meet the recreational needs of the neighborhood. These public recreational resources provide tot lots, active recreation areas and places for passive recreational activities. There are, however, areas of Allston-Brighton that severely lack public open space opportunities. Allston Landing and the

sidewalk must be constructed along the south side of Chandler's Point to better define the boundary between the road and park and improve its aesthetics. With the curb and the delineation of parking spaces, the parking of vehicles on parkland would be discouraged.

The access from Kennick Street must be better designed. A formal park entrance/driveway should be created to make the public aware that it is a public access to the park. Finally, the portion of the Lake Shore Road right-of-way within the park should be de-mapped and designated as parkland.

[illegible] to Fidelis Way Park from Warren Street should be improved. A [illegible] access route should be established to the park from Washington [illegible]. Signs should be placed on Warren Street and Washington Street [illegible] direct people to the park. Hermasteny Path needs to be cleared [illegible] to allow for easy access to the park. In addition, the driveway [illegible] way were to be combined with Hermasteny Path, a proper intersection to Fidelis Way Park could be created while allowing [illegible] continued use of the right-of-way as a driveway and hiking trail.

IDENTIFY THE NEED FOR, AND LOCATION OF, POTENTIAL ADDITIONAL OPEN SPACE RESOURCES FOR ALLISTON-BRIGHTON

[illegible] of Allston-Brighton have an adequate amount of public open space [illegible] conservation areas of the neighborhood. These public recreational [illegible] provide [illegible] active and passive areas for passive [illegible] recreational activities. There are, however, areas of Allston-Brighton that [illegible] have public open space opportunities. Allston Landing and the

Commonwealth Avenue Corridor are two such areas and are shown on Map ___.

North Allston has two large open spaces, the Charles River Reservation and Smith Park both of which are separated from the residential areas by Western Avenue. The open spaces within the North Allston residential areas are located on the extreme edges. On the western side of North Allston is the Portsmouth Street Playground. The one acre Hooker Street Play Area, located on the eastern side of North Allston residential area, and is used by children who live as far away as South Allston. There are no public open spaces in the center of North Allston.

A potential site for a new public open space in North Allston is the grounds of the Thomas Gardner School on Brentwood Street. Part of the site -- now paved -- could be developed as a neighborhood park and would be easily accessible to young children and elderly persons living in the area. The Allston Civic Association (ACA) has already started raising funds for play equipment. Smith Park and the Charles River Reservation, the two most proximate open spaces, are not easily accessible for children and the elderly due to their distance from the main residential section of North Allston and the busy streets that must be crossed to reach those open spaces.

South Allston -- the area north of Commonwealth and Brighton Avenues and south of Allston Landing -- has no public open space. The only open space resource in this area is an athletic field owned by Boston University. Since there is no public open space in this area, some children from South Allston use the Hooker Street Play Area in North Allston for recreational activities.

[illegible] vestin Avenue Corridor are two such areas and are shown on Map [illegible]

[illegible]ston has two large open spaces, the Charles River Reservation and Smith [illegible] of which is separated from the residential areas by Western Ave[illegible] The open [illegible] areas within the North Allston residential areas are located on the extreme edges. On the western side of North Allston is the Portsmouth Street Playground. The one acre Hooker Street Play Area, located on the eastern side of North Allston residential area, and is used by children who live in far east [illegible] South Allston. There are [illegible] public open spaces in the center of North Allston

[illegible] site for a new public open space in North Allston [illegible] the grounds of [illegible] Gardner School on [illegible]ynwood Street. Part of the site – now paved [illegible] developed as a neighborhood park. [illegible] would be easily accessible [illegible] and elderly persons living in the area. The Allston [illegible]) has already started raising funds for play equipment. Smith [illegible] Charles River Reservation, the two most proximate open spaces are [illegible] accessible for children and the elderly due to their distance from the [illegible] section of North Allston and the busy streets [illegible] to [illegible] those open spaces.

[illegible] – the area north of Commonwealth and Brighton Avenues and south [illegible] line – has no public open space. The only open space [illegible] is an athletic field owner by Boston University. Since there is no [illegible]en space in this area, some children from North Allston use the Hooker [illegible]ay Area in North Allston for recreational activities.

PUBLIC OPEN SPACES

A neighborhood park in North Allston would not reduce the need for a large open space. A major public open space at Allston Landing would meet the needs of residents of both North and South Allston. This open space resource would have to accommodate room for athletic fields. Based on the populations of North and South Allston, and to accommodate any new potential residential development in Allston Landing, ~~Allston Landing,~~ Allston Landing should have at least ten acres of open space.

Another area with a severe dearth of public open space is the Commonwealth Avenue Corridor, between Commonwealth Avenue and the Brookline boundary. The Commonwealth Avenue area is the most densely built-up and most populated area of Allston-Brighton. Excepting Wilson Park, a small open space designed for passive open space uses, there are no public open spaces in the area. Due to the high density of population, this area should have a large open space in order to provide for the open space needs of the residents. Ideally, an open space in this area would have playground equipment and athletic courts and fields.

Fidelis Way and Ringer Parks have playground equipment and athletic courts and fields, but both located on the western side of Commonwealth Avenue. Commonwealth Avenue, with its many lanes of traffic and trolley line, is a major pedestrian barrier as discussed further in Chapter VII. Pedestrian safety improvements are particularly important at Allston, Warren, and Washington Streets in order to make it easier for persons living on the eastern side of Commonwealth Avenue to walk safely to Ringer and Fidelis Way Parks.

Of primary importance however, is that public open space resources be provided to meet the needs of those who live east of the Commonwealth Corridor.

Finally, a number of privately-owned parcels that are relatively undeveloped exist in Allston-Brighton. These parcels are highly valued by community residents for the physical and visual relief they offer from the urban fabric. Where an open space on private property is open to the general public, signs should be posted to let the public know that access to, and use of, the open space by the public is allowed. Signs should list the hours of the day during which public use is allowed.

Recommendations:

1. Any proposed development on Allston Landing must include plans for an open space component for active recreational facilities such as athletic fields.

2. Allston-Brighton residents must be actively involved in pursuing opportunities for providing new public open space resources. This is especially important in South Allston and the area east of Commonwealth Avenue.

3. The owners of large parcels, such as institutions, must support the community's needs for open space by allowing community use of their facilities. Signs must clearly indicate if the area is open to the public and should list the hours of the day during which public use is allowed.

GOAL: ENHANCE AND EXPAND ALLSTON-BRIGHTON'S SYSTEM OF INTERCONNECTED OPEN SPACES.

A key opportunity in Allston-Brighton is the fact that a number of open spaces are clustered. This clustering allows Allston-Brighton residents to enjoy a variety of natural environments in close proximity to active recreational areas, and include Chestnut Hill Reservoir, Monastery Hill, Commonwealth Avenue, the Charles River Reservation and Market Street/Chestnut Hill Avenue.

Public and private open spaces in the area around the Chestnut Hill Reservoir include the public open spaces of the Reservoir, Cassidy Playground, Evergreen Cemetery, Chandler's Pond, and Rogers Park, and are complemented by the private Urban Wilds of St. John's Seminary, the Cenacle, Foster St. Rock, and Foster St. Hill. Together, these open spaces represent ~~of~~ ecosystems which include bodies of water, meadows, woodlands, hills, and rock outcroppings. Among these open spaces are significant natural areas which provide a variety of wildlife habitats.

Monastery Hill is one of the highest points in Allston Brighton and was chosen as the site of St. Gabriel's Monastery because of the spectacular views of Boston and surrounding communities from the top of the hill. Monastery Hill has a green, landscaped character which is derived from the large amount of open areas on the hill. The grounds of St. Gabriel's Monastery, the play areas of Fidelis Way Park, and the open spaces of Brighton High and Brighton Marine Hospital are a large and connected area of open space in an otherwise densely developed area of Allston-Brighton. Kennedy Hospital for Children forms an extension of this open space network.

This combination of open space resources at the top of the hill should be restored so that they can be enjoyed by the Allston-Brighton community, as well as the staff and patients of the adjacent hospital.

Although properties along Warren Street have beautiful lawns and trees, there are very few street trees on Warren Street. The same holds true for Washington Street between Commonwealth Avenue and Cambridge Street. Street trees on both sides of Warren and Washington Streets and would connect the open spaces on the properties along Warren Street and would link the Monastery Hill and Commonwealth Avenue open spaces.

would create an uninterrupted tree canopy

More linear open space connections, or spines, are along Commonwealth Avenue, the Charles River Reservation, and Market Street/Chestnut Hill Avenue. The two largest, the Commonwealth Avenue and Charles River Reservation spines, are linked to each other and to Olmsted's Emerald Necklace of parks and parkways at Charlesgate near Kenmore Square.

In Allston-Brighton, the Commonwealth Avenue open spaces consist of not only the landscaped open spaces along the Avenue but also of open spaces adjacent to Commonwealth Avenue. These open spaces include five public parks: Ringer Park, Fidelis Way Park, Wilson Park, Cassidy Park, and the Chestnut Hill Reservoir. Other open spaces along Commonwealth Avenue include Evergreen Cemetery and the private Urban Wild at St. John's Seminary. In addition to St. John's Seminary, two other Urban Wilds are located just off of Commonwealth Avenue: the public Euston Path Rock and the private Leamington Rock.

ALL OPEN SPACES --PARKS AND URBAN WILDS

The Charles River open space resources consists of the Charles River Reservation and the MDC open spaces along both sides of the Charles River--along Soldiers Field Road and Greenough Boulevard--and also includes the Harvard athletic fields, Smith Park, and Leo Birmingham Parkway. Mount Auburn Cemetery, on the north side of the Charles River in Cambridge, is also a component of this regional open space area.

A third open space spine connects the aforementioned spines to each other as well as a number of open spaces. Market Street/Chestnut Hill Avenue connect both of the major MDC open spaces and largest water resources in Allston-Brighton--the Charles River Reservation and the Chestnut Hill Reservoir--with the public open spaces of Birmingham Parkway, Portsmouth St. Playground, McKinney Playground, Market St. Cemetery, Brighton Square, Jackson Square, Joyce Playground, and Cassidy Playground.

Market Street and Chestnut Hill Avenue link the MDC park lands along the Charles River to the MDC park lands at the Chestnut Hill Reservoir. This connecting spine links the Charles River open space spine to the Commonwealth Avenue open space spine, unifying the two major components of Allston-Brighton's open space system. Streetscape improvements to Market Street and Chestnut Hill Avenue would reinforce this connection and establish these streets as an open space corridor. The landscaping elements of the Boulevard Planning Districts Study recommendations for Market Street should also be applied to Chestnut Hill Avenue.

Chapter VI which discusses the Boulevards calls for the reinstatement of Union Square as a civic center. Redesigning Union Square may also provide an opportunity to create a new open space in front of the Jackson-Mann Community School.

Recommendations:

1. Streetscape improvements will strengthen the connections between the open space resources around the Chestnut Hill Reservoir along Lake and Foster Street, Monastery Hill, Commonwealth Avenue, Charles River Reservoir and along Market Street/Chestnut Hill Avenue, Washington and Warren Streets. These should include the planting of trees along the sidewalk and within the trolley median. In addition, where institutions abut public facilities, screening and buffering plantings must be used.

2. The open space at the top of Monastery Hill must be restored so that they can be enjoyed by the Allston-Brighton community, as well as staff and patients of the adjacent hospitals.

3. The redesign of Union Square as a civic center will provide an opportunity for the creation of a new open space in front of the Jackson-Mann Community School. This open space would support the concept of a civic center.

[illegible] VI which discusses the Boulevards calls for the redevelopment of Union [illegible] as a civic center. Redesigning Union Square may also provide an [illegible] to create a new open space in front of the Jackson-Mann Community [illegible]

[illegible] recommendations:

[illegible] streetscape improvements will strengthen the connections between the open [illegible] resources around the Chestnut Hill Reservoir along Lake and Foster [illegible] Monastery Hill, Commonwealth Avenue, Charles River Reservoir and [illegible] Market [illegible] Chestnut Hill Avenue, Washington and Warren Streets. [illegible] would include the planting of trees along the sidewalk and within the [illegible] in addition, where institutions and public facilities, [illegible] are a planting plan [illegible] must be used.

[illegible] space at the top of Monastery Hill must be restored so that it may [illegible] enjoyed by the Allston-Brighton community, as well as staff and [illegible] of the adjacent hospitals.

[illegible] redesign of Union Square as a civic center will provide an opportunity [illegible] a relocation of a new open space in front of the Jackson-Mann [illegible] school. This open space would support the concept of a civic

GOAL: **RESTORE COMMONWEALTH AVENUE AS A LANDSCAPED BOULEVARD THAT PROVIDES A CONTINUOUS BELT OF OPEN SPACE THROUGH ALLSTON-BRIGHTON.**

Commonwealth Avenue was designed and constructed in several segments. In Allston-Brighton it is different in design from the Commonwealth Avenue Mall in the Back Bay. However, the concept of the designs of the different segments was of Commonwealth Avenue as a landscaped boulevard.

Although the segment of Commonwealth Avenue between the Boston University Bridge and Charlesgate is not within the boundaries of the Allston-Brighton IPOD, it is important as the connecting link between the landscaped Commonwealth Avenue of the Back Bay and the landscaped Commonwealth Avenue of Allston-Brighton.

The section of Commonwealth Avenue between Kenmore Square and Packards Corner does not have a landscaped median. The presence of trolley tracks in the median makes landscaping the median more difficult. Landscaping along this stretch of Commonwealth Avenue may be more easily achieved through the planting of trees along the sidewalk and landscaping of properties along the avenue.

The existence of trolley tracks in the center of the roadway may seem an obstacle to increasing the amount of landscaping along the avenue. Trolley tracks have not been an insurmountable obstacle in Brookline, where Beacon Street is well planted with trees and shrubs.

Some segments of Commonwealth Avenue have flower beds in the landscaped medians. These plantings add color and variety to the vegetation along Commonwealth Avenue. Boston University has taken an initial step by planting trees along their campus and proposing additional plantings with the Armory development. Neighborhood groups can play a role in beautifying Commonwealth Avenue. For example, neighborhood groups or block associations could be responsible for maintaining flower beds.

Recommendations:

1. Commonwealth Avenue should be a continuous greenway, with landscaping and trees from the Back Bay to the Newton boundary. Special attention to landscaping should occur between Kenmore Square and Parkards Corner. The Allston-Brighton community, Boards of Trades, institutions, and the City must focus their efforts in improving the landscaping treatment of Commonwealth Avenue in Allston and Brighton. Landscaping the entire length of Commonwealth Avenue would connect the Commonwealth Avenue open spaces to the Emerald Necklace at Charlesgate.

2. Trees and shrubs must be planted along the Commonwealth Avenue trolley median and must be coordinated with the MBTA.

3. Neighborhood groups or block associations should be encouraged to adopt a median and take responsibility for the planting and maintenance of flower beds. A competition could be held that would provide awards for the best flower beds. Such a competition could be sponsored by civic organizations and the City.

GOAL: PROTECT AND PRESERVE THE LANDSCAPED CHARACTER OF ALLSTON-BRIGHTON'S GREENBELT ROADWAYS, AND THE OPEN SPACES AND VEGETATION ALONG THOSE ROADWAYS

Allston-Brighton has a number of roadways which are characterized by open space or landscaping along their right-of-way. These roadways, besides functioning as transportation and/or transit routes act as visual and landscape relief from the urban streetscape.

In 1987, the Zoning Commission adopted the Greenbelt Protection Overlay District (GPOD). The purpose of the GPOD is to protect and preserve the natural and scenic character of landscaped roadways by ensuring that new development along such roadways conforms to standards that will protect the natural character of the greenbelt roadway. When this GPOD was adopted, there were no roadways in Allston-Brighton that were mapped with this designation.

The GPOD establishes site plan and landscaping review prior to the issuance of a conditional use permit for any proposed project having a gross floor area over 5,000 square feet; enlargement of an existing building so as to increase its gross floor area by over 5,000 square feet; or to substantially rehabilitate a building or structure where the final gross square footage would be over 5,000 square feet.

Under the zoning to preserve, protect and enhance the open space and landscaped qualities of Commonwealth Avenue, Soldiers Field Road/Nonantum Road, Leo Birmingham Parkway, Chestnut Hill Driveway and Beacon Street, they have been mapped as GPODs.

Commonwealth Avenue was designed by Frederick Law Olmsted as a landscaped boulevard. Over time, the open space component of Commonwealth Avenue has been made secondary to the thoroughfare function of the avenue.

Soldiers Field Road and Nonantum Road form a roadway system that runs next to the MDC open spaces along the Charles River. They are part of the MDC system of parkways.

Leo Birmingham Parkway is another MDC parkway and includes a passive open space used for informal gatherings and boccie games. The roadway is quite large and may be larger than necessary as Birmingham Parkway seems to carry little traffic. Most of the traffic is on nearby Soldiers Field Road. Birmingham Parkway appears to be used more as a parking lot than as a road.

Chestnut Hill Driveway is a landscaped roadway that runs alongside the Chestnut Hill Reservoir and passes between the reservoir and Evergreen Cemetery. This road serves as a scenic drive and as an access route to Boston College. Along with the Chestnut Hill Driveway, Beacon Street is located on the perimeter of the Chestnut Hill Reservoir. At Cleveland Circle, Beacon Street has a boulevard design with a central median. While the median is landscaped in Brookline, the Cleveland Circle portion of Beacon Street has no landscaping and is in need of improvement.

Recommendations:

1. The landscaped character of the Greenbelt Roadways must be recognized as integral components of the visual and physical environment of Allston-Brighton. Applicants with proposals must ensure that their proposals seek to enhance, through tree plantings and site planning, the landscaped character of these Roadways.

GOAL: **IMPROVE ACCESS TO, AND UTILIZATION OF, THE CHARLES RIVER AND THE CHARLES RIVER RESERVATION BY ALLSTON-BRIGHTON RESIDENTS.**

The Charles River Reservation is located along the northern edge of Allston-Brighton. A wide variety of recreational activities take place along the Charles River. In addition to baseball and football fields, a large playground, a spray pool and picnic areas, the Charles River Reservation also has a public boat launch, an outdoor swimming pool, a bicycle path and community gardens. To encourage and facilitate greater use of the Reservation as a neighborhood open space resource, access routes to the Reservation need to be enhanced to create a stronger physical connection between the Charles River Reservation and the neighborhood. Four streets -- Market, Brooks, Everett and North Harvard -- presently provide connections from the residential areas of Allston-Brighton to the Reservation.

Market Street is perhaps the most direct access route to the river for much of Brighton. Brooks Street provides access for residents of the Oak Square area. Everett Street is an access route for the areas of Union Square and North Allston while North Harvard Street also provides access to the river for Allston residents.

Streetscape improvements to these streets would create a greater physical connection between the Charles River Reservation and the neighborhood.

At present, development along Soldiers Field Road and Western Avenue block off views to the River from the North Allston neighborhood. Future developments should be sited in a manner that provides view corridors from Western Avenue to the Charles River. The concentration of commercial land uses in this area has the effect of being a barrier between the residential areas of North Allston and the Charles River. The undesirable impact of such a barrier can be mitigated through design solutions such as incorporating view corridors into new developments and promoting better landscaping of properties in the area. View corridors provide a visual connection to the Charles River from Western Avenue and the Allston neighborhood.

Other than at Cambridge Street, the South Allston neighborhood does not have access to the Charles River Reservation. A connection to the Charles River open space at the Boston University Bridge -- just off of Commonwealth Avenue -- would provide an access point to the Charles River that would directly link these two major open space spines. A ramp similar to the one being constructed at the Harvard Bridge on Massachusetts Avenue would provide access for pedestrians and bicyclists to the Charles River open space. Another possibility is to establish a pedestrian and bicycle connection between Commonwealth Avenue and the Charles River open space at a location in the vicinity of Boston University's Armory Site.

[illegible] improvements to these areas would create a greater physical [illegible] between the Charles River Reservation and the neighborhood.

[illegible] development along Soldiers Field Road and Western Avenue block all [illegible] River from the North Allston neighborhood. Future developments [illegible] sited in a manner that provides view corridors from Western Avenue to the Charles River. The concentration of commercial land uses in this area has the effect of [illegible] barrier between the residential areas of North Allston and the Charles River. The undesirable impact of such a barrier can be mitigated [illegible] through design solutions such as incorporating view corridors into new [illegible] and promoting better landscaping [illegible] properties in the area. View [illegible] provide a visual connection to the Charles River from Western Avenue [illegible] neighborhood.

[illegible] Currently, Soldiers Field, the South Allston neighborhood [illegible] the Charles River Reservation. A connection [illegible] the Charles River [illegible] Boston University Bridge - just off [illegible] Commonwealth Avenue -- [illegible] an access point to the Charles River that would directly link these [illegible] spaces again. A ramp similar to the one being constructed at the [illegible] on Massachusetts Avenue would provide access for pedestrians and [illegible] Charles River open space. Another possibility [illegible] to establish a [illegible] bicycle connection between Commonwealth Avenue and the Charles [illegible] at a location in the vicinity of Boston University's Armory Site.

Recommendations:

1. Improved access to the Charles River Reservation must be ensured. Physical and visual access through streetscape improvements along Market Street, Brooks Street, Everett Street and North Harvard Street must occur to strengthen the neighborhood's connections to the waterfront.

2. Neighborhood access to the Charles River must be enhanced through the preservation and creation of view corridors to the river. This can only occur if new development is sited to create and enhance views to the Charles River.

3. Access to the Charles River Reservation at the Boston University Bridge or at the Armory site must be created. These access points would provide the South Allston community with increased recreational options.

GOAL: **PRESERVE THE ENVIRONMENTALLY SIGNIFICANT VALUES OF THE URBAN WILDS SITES IN ALLSTON-BRIGHTON WHILE ALLOWING FOR SENSITIVE DEVELOPMENT OF THE SITES.**

In addition to the public park lands, there are 99 acres of Urban Wilds in Allston-Brighton. The Urban Wilds, which were identified in a 1976 study by the BRA, are defined as natural areas which have "significant amounts of flora, fauna, and/or features of geological importance and have, in addition, scenic, recreational, educational, or aesthetic value." Urban Wilds can be on either public or private land.

[illegible]

Improved access to the Charles River Reservation must be ensured. Physical and visual access through streetscape improvements along Market Street [illegible] Site 1, Everett Street and North Harvard Street must occur [illegible] when the neighborhood's connections to the waterfront [illegible]

[illegible] borhood access to the Charles River must be enhanced through [illegible] erosion and creation of view corridors to the river. This can [illegible] if new development is sited to create and enhance [illegible] to the River.

[illegible] to the [illegible] Rivers Reservation at the Boston University Site [illegible] only site [illegible] to be created. These access points would provide the [illegible] community with increased recreational options.

PRESERVE THE ENVIRONMENTALLY SIGNIFICANT VALUE OF THE URBAN WILDS [illegible] IN ALLSTON-BRIGHTON WHILE [illegible] LOWING FOR SENSITIVE REVEGETATION ON THE SITES.

[illegible] to the public park lands, there are 39 acres of Urban Wilds in [illegible] The Urban Wilds, which were identified in a 1975 study by the [illegible] as natural areas which have "significant amounts of flora, fauna, [illegible] of ecological importance and have, in addition, scenic, [illegible] educational, or aesthetic value." Urban Wilds can be on public

In Allston-Brighton, 2 of 12 Urban Wilds are owned by public agencies. The Boston Conservation Commission owns the .67 acre Euston Path Rock, and the 7.17 acre Turnpike Overlook is owned by the Turnpike Authority. The remaining Urban Wilds--approximately 91 acres in total--are located on 10 privately-owned properties.

A new zoning overlay district, the Conservation Planning Overlay District (CPOD) has been developed to protect and preserve the environmental features while allowing for development. This CPOD has been mapped on the following: Cenacle, Crittenton, Foster St. Hill, Foster St. Rock, Kennedy Rock, Leamington Rock, Mt. St. Joseph's Academy, Oakland Quarry, St. Gabriel's Monastery, St. John's Seminary, and St. Sebastian's.

Because these sites contain many unique vegetative and geologic features which are irreplaceable, careful review of all elements of a site plan must occur. For example, a mature hemlock forest could be severely impacted if the drainage system was impacted through the construction of a parking lot. Destruction of these valuable vegetative features must be protected against. Finally, these sites are also valued by the Allston-Brighton community for the physical and visual relief they offer from the urban fabric. These sites, for the most part, are accessible to Allston-Brighton residents. This accessibility must be maintained if these area are developed.

A greater discussion of the private Urban Wilds can be found in Chapter IV of this Plan.

[illegible] 2 of 12 Urban Wilds are owned by public agencies. The [illegible] Conservation Commission owns the 87 acre Euston Park Rock and the Turnpike Overlook is owned by the Turnpike Authority. The remaining [illegible] Wilds—approximately [illegible] acres in total—are located on 10 privately-owned [illegible]

[illegible] overlay [illegible] the Conservation Planning Layer by Tidal Wetlands [illegible] developed to protect and preserve the environmental features while [illegible] to develop parks. This GIRGIS has been [illegible] on [illegible] Cove Park, Fairfield Park, Foster St. Park, Rock Park, Greenfield [illegible] St. John's Park, Waterbury [illegible] Island Cemetery, St. Cecilia's Mo[illegible] Cemetery [illegible] St. [illegible]bassian's.

[illegible] suggest consider [illegible] unique watershed-wide decisions regarding [illegible] [illegible] careful review of a [illegible] of a site plan must occur. For [illegible] instance, hemlock forest could be severely impacted [illegible] increase [illegible] through the construction of a parking lot. Construction of [illegible] vegetative features must be protected against. Since [illegible] increase at [illegible] by the Alliston-Brighton community for the physical and visual [illegible] be used [illegible]. These sites, for the most [illegible] [illegible] Alliston-Brighton residents. This accessibility must be maintained [illegible]

[illegible] of the parcels Urban Wilds can be found in Chapter IV of [illegible]

Recommendations:

1. Any proposed development should be respectful of the environmental and vegetative qualities of these sites. Developers must ensure that they preserve as much of the environmental qualities and that impacts, such as non-point source pollutants from parking areas are adequately treated so as to minimally impact the existing vegetation.

2. Development of these sites should allow the neighborhood access for passive enjoyment of the environmental and vegetative features.

GOAL: **ENSURE MEANINGFUL COMMUNITY PARTICIPATION IN DECISIONS AFFECTING OPEN SPACE IN ALLSTON-BRIGHTON.**

Parks are important components of a neighborhood's resources, and community residents are their primary users. To better understand the community's needs, the Boston Parks and Recreation Department has been working closely with Allston-Brighton community residents in planning for capital improvements. In addition, the Parks and Recreation Department has been running a Park Partners program where the community is encouraged to adopt parks.

Recommendations

1. Since the open space interests of the neighborhood are best promoted through dialogue between the city, neighborhood groups, and open space advocacy groups, the Boston Parks and Recreation Department should continue its successful working relationship with the community in planning for capital improvements for parks in Allston-Brighton. The community is encouraged to adopt parks through the Park Partners program of the Parks

and Recreation Department and local advocacy groups should monitor the parks to ensure that the parks remain in good condition and well used.

XI. ACKNOWLEDGEMENTS

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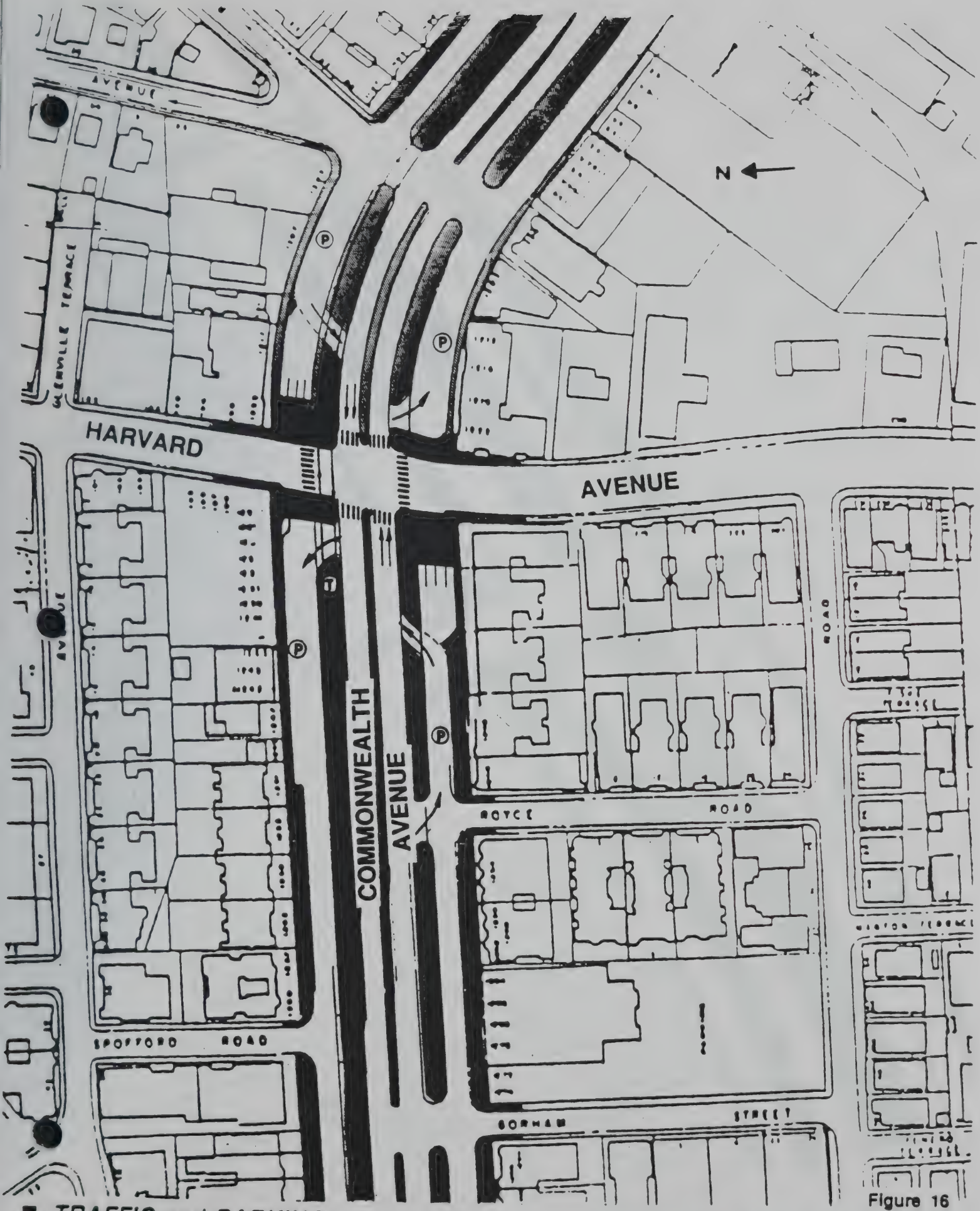


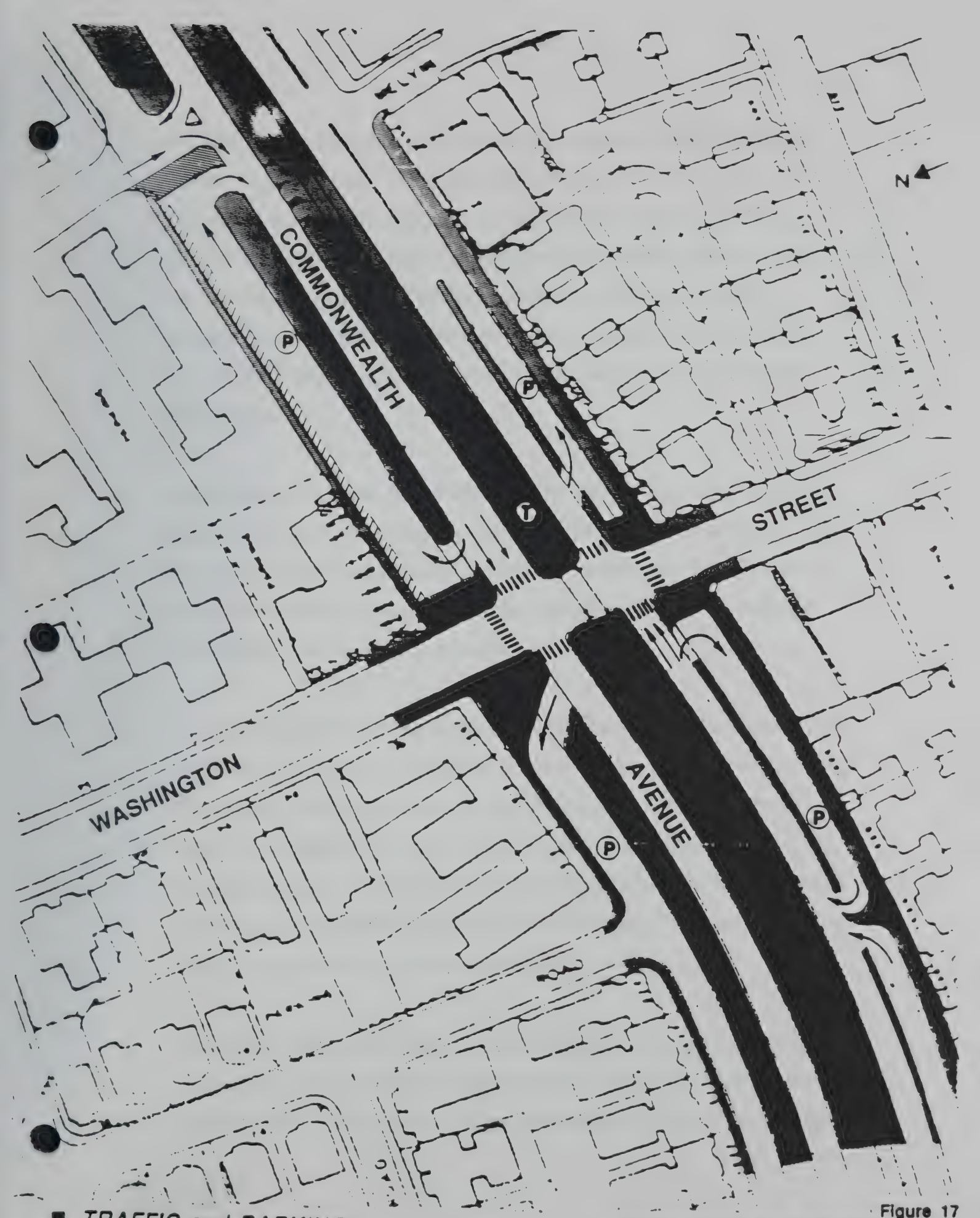
Figure 16

■ TRAFFIC and PARKING

Allston-Brighton Urban Design Study

BOULEVARDS

BOSTON REDEVELOPMENT AUTHORITY



■ *TRAFFIC and PARKING*

Figure 17

Allston-Brighton Urban Design Study

The Washington Street intersections changes would vary slightly from the one for Harvard Avenue. It proposes that vehicles approaching the intersection access the frontage roads close to the intersection by using a "counter flow" path in the opposite direction of travel and re-enter the main line traffic stream well back from the intersection. Vehicles exiting the intersection would access the frontage roads immediately after proceeding through the intersection, identical to the Commonwealth Avenue/Harvard Avenue scheme.

3. Like the Commonwealth Avenue intersections with Harvard Avenue and Washington Street, similar approaches are recommended for locations along this boulevard suffering the same safety related problems. Those locations are Commonwealth Avenue's intersection with Warren/Kelton Streets and with Brighton Avenue (Packards Corner).

4. Pavement conditions and the location of the MBTA tracks reduces safety and contributes to congestion, such as at Brighton Avenue and between Packards Corner and Washington Street. The Boston Transportation Department has begun the redesign of this section of the roadway and Urban Systems funds have been programmed for the construction work. However, the MBTA must make a decision regarding the status of the Watertown Trolley service before the design for the reconstruction can proceed.

5. Commonwealth Avenue between Packards Corner and Washington Street must be reconstructed. The Boston Transportation Department has begun the redesign of this section of the roadway, and Urban Systems funds have been

The Washington Street intersections should very slightly from the one for Harvard Avenue. It proposes that vehicles approaching the intersection access the frontage roads close to the intersection by using a "counter flow" path in the opposite direction of travel and re-enter the main line traffic stream well beyond the intersection. While as exiting the intersection would access the frontage roads immediately after processing through the intersection, identical to the Commonwealth Avenue/Harvard Avenue exit.

3. Like the Commonwealth Avenue intersection with Harvard Avenue and Washington Street, similar approaches are recommended for location in this boulevard suffering the same safety related problems. There is no Commonwealth Avenue's intersection with Western Avenue and with Brighton Ave.

4. Conditions and the location of the MBTA track crossings lead to congestion, such as at Brighton Avenue and between Packard and Washington Street. The Boston Transportation Department has the redesign of this section of the roadway and Urban Systems funds have been programmed for the reconstruction work. However, the MBTA must make a decision regarding the status of the Watertown Trolley service before any for the reconstruction can proceed.

Avenue between Faxanda Corner and Washington Street must reconstructed. The Boston Transportation Department has begun the redesign of this section of the roadway, and Urban Systems funds have been

programmed for the construction work. Under the design, the MBTA tracks would be relocated to the middle of Commonwealth Avenue. This would provide significant safety improvements at Packards Corner and at the intersection of Commonwealth Avenue and Washington Street.

GOAL: **IMPROVE ACCESS TO INDUSTRIAL AREAS ON ROUTES THAT MINIMIZE INTRUSION INTO RESIDENTIAL NEIGHBORHOODS**

Industry is primarily located in Allston Landing and along the Turnpike corridor, adjacent to North Beacon Street. Truck restrictions are provided in several areas where residential communities abut these industrial areas. Still, however, residential areas such as the North Allston neighborhood bounded by North Harvard Street, Cambridge Street, and Windom Street has had to endure the adverse impacts of cut-through traffic for many years. The main thoroughfare through this area is Rotterdam Street. With any potential redevelopment of the Allston Landing area it is highly desirable to minimize permanently the potential for through traffic in this residential area.

There is no direct access from the industrial areas to the Turnpike. Access between the industrial areas of Allston-Brighton and the Turnpike requires the use of many congested intersections.

<u>Recommendations</u>

1. Increased enforcement must occur. The current restrictions on Rotterdam Street should be rigorously enforced to ensure compliance.

2. Investigate the potential closure of Rotterdam Street. If enforcement is not effective, consideration should be given to the closure of Rotterdam Street as a 'through' street. Particularly if coupled with a new street pattern in the Allston Landing area, this change would eliminate the potential for cut-through traffic on Windom Street in a way which would not be detrimental to the possible future redevelopment of Allston Landing. To implement this proposal, it would be necessary to determine: the volume of vehicles affected; the impact of the proposed closure on emergency access to affected industrial businesses; and how adequate cul-de-sac 'turnaround' options can be provided for the affected businesses and residents.

3. Develop and implement a Truck route signage program. Options should be developed to maximize the use of area arterials.

4. To reduce the number of congested intersections that a truck operator has to encounter, the feasibility of new Turnpike connections must be investigated. Recommendations have surfaced to provide improved access for industrial uses, that would minimize the use of local streets include a proposed "trucks only" ramp into the Windom Street industrial area and the possibility to reconfigure the existing Allston Landing exit.

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a through street. Particularly if coupled with a new street pattern in
Alston Landing area, this change would eliminate the potential for
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ated. Recommendations have suggested to provide improved access
ite uses, that would mitigate the use of local streets include
trucks only ramp into the Windsor Street industrial area and the
to reconfigure the existing Alston Landing exit.

VIII. INSTITUTIONAL PLANNING

The vision for Allston-Brighton is to ensure that institutional planning between the Allston-Brighton community and individual institutions takes place before development occurs.

Preservation and maintenance of this strong neighborhood character is vitally important to the viability of Allston-Brighton. The impacts of institutional growth including student behavior affect the quality-of-life of those who live in proximity of these institutions. Affects of these institutions are not localized however to their respective campuses. Students who cannot be accommodated on campuses, seek housing elsewhere in the Allston-Brighton community.

Educational and medical institutions have resided in the Allston-Brighton neighborhood since the late 19th Century.

In the middle of the 19th century, immigrants fleeing from a famine in Ireland arrived in Boston. Within 15 years, they had established Boston College for their sons. It was directed and taught by the fathers of the Society of Jesus, also known as the Jesuits. For 50 years, Boston College was located on Harrison Avenue in the South End, opposite Boston City Hospital, but, by 1913 had outgrown their South End campus and moved to Chestnut Hill. Street car transportation made the Chestnut Hill campus accessible to all Boston neighborhoods. In 1970, Boston College became coeducational in all undergraduate programs and had an undergraduate population of 8500. Today, Boston College has 8500 undergraduate students in the College of Arts and Sciences and three professional schools; 4000 students in the Law School, the School of Social Work, and the Graduate School of Arts and Sciences, and 1500 in the part-time and evening program.

In 1869, Boston University was chartered, building on the foundation of the country's oldest Methodist Seminary, which had been founded in 1839. On Beacon Hill, it began a century of movement and adaptation and developed as a collaboration of schools, mostly professional. In 1920, the first move into the Fenway-Kenmore area began and, as pressure for expansion grew in the 1960s, the University looked to other areas of development and saw the greatest potential in the dozens of emptying auto showrooms, warehouses, and garages that lined Commonwealth Avenue. From Kenmore Square to Brighton Avenue the University began to reuse these spaces for academic buildings. The University also purchased the grounds and buildings of Braves Field when the City's National League franchise moved to Milwaukee and continued to use the area for athletics and build new dormitories. In 1987, Boston University purchased the Commonwealth Armory from the Commonwealth of Massachusetts for $2.5 million.

In 1890, primarily through the effort of Henry Wadsworth Longfellow, his family, and Henry Lee Higgenson, Harvard University acquired an undeveloped parcel of land on the south bank of the Charles River, now known as Soldiers Field. The University then began to build a series of buildings and playing fields to serve the athletic needs of its students, faculty and staff. The most prominent of the athletic structures is the Harvard Stadium, built in 1902/3, with its design based on Greek amphitheaters and Roman stadia. At that time it was the largest ferro-

concrete structure in the world and is now on the National Register of Historic Places.

The Harvard Business School campus was built in 1926-7 on the land between N.Harvard Avenue and Western Avenue and was built, in large part as it appears today, to a design prepared by McKim, Mead and White, and to a landscape design of Frederick Law Olmstead. The main quadrangle of the Business School forms an open mall in front of Baker Library and on axis with Eliot House across the Charles River. Complementing these are a series of residential courtyards of different sizes which contribute to the high quality of the campus experience and extend the courtyard theme of the College "river houses" to the Allston side of the Charles.

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Thus, these institutions moved to Allston-Brighton at different times from other parts of the City and region. Scattered throughout the community, they together own approximately 228 acres, or approximately eight percent of the land area of Allston-Brighton.

These institutions strengthen and support the Allston-Brighton neighborhood by providing programs - both educational and medical -that enhance the quality-of-life of the Allston-Brighton residents. These institutions also employ Allston-Brighton residents.

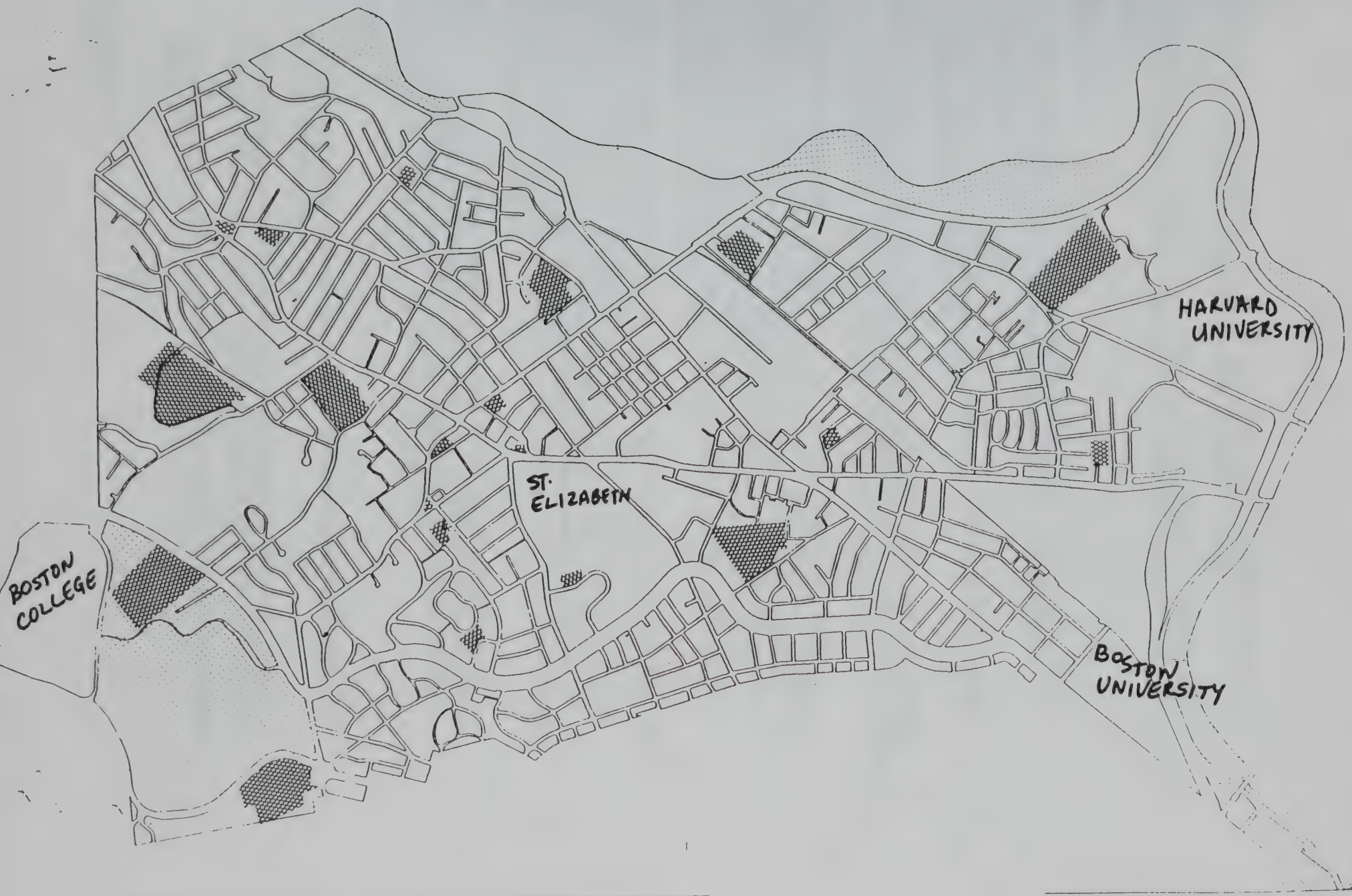
Their students and staff support the local Allston-Brighton economy by their purchasing power. They frequent local bookstores, grocery stores, restaurants and pharmacies. In addition, students and faculty members support the local private and public schools by assisting as tutors in the schools; providing athletic programs and space; and by offering internships to high school students.

These institutions support the Allston-Brighton community through the variety of programs that are open to Allston-Brighton residents. Among the benefits extended to the Allston-Brighton community are use of athletic facilities, tickets for athletic events, computer clinics and most importantly, scholarships for Allston-Brighton residents.

They, however, also have a negative impact on the Allston-Brighton community. Many students who do not live on the campuses of their respective institutions elect to live in the Allston-Brighton neighborhood because of the proximity to the schools. This decision strongly impacts the Allston-Brighton neighborhood in the resulting decrease in the housing stock available to the individuals and families wishing to set up households in Allston-Brighton. In addition, inappropriate student behavior, such as late night parties, negatively impacts the quality-of-life of the Allston-Brighton residents. Finally, student vehicles add to the inconvenience of the residents in finding parking spaces on local streets.

Within the next ten years, these institutions have proposed the construction of 2,932,362 square feet of office, academic, medical, housing, recreational and commercial space. In addition, 2,255 spaces or 790,000 square feet of parking has been proposed. Most of the square footage, 1,100,000 square feet, has been

- SOME A-B INSTITUTIONS -



proposed for housing, which will have a positive impact on the Allston-Brighton community as it makes housing units available to family housing.

To address the issues related to the institution's need for growth, balanced with the needs of the Allston-Brighton community, the following goals have been articulated.

POLICY GOALS:

1. Control, regulate, and mitigate institutional growth in the Allston-Brighton neighborhood and prevent further expansion at the expense of the neighborhood.

2. Promote active institutional participation in the growth and preservation of the Allston-Brighton community.

GOAL: **CONTROL, REGULATE AND MITIGATE INSTITUTIONAL GROWTH IN THE ALLSTON-BRIGHTON NEIGHBORHOOD AND PREVENT FURTHER EXPANSION AT THE EXPENSE OF THE NEIGHBORHOOD.**

Recognizing that institutions impact the Allston-Brighton community while supporting the neighborhood, City and State economy, and that these institutions need to construct facilities on their campuses to support their educational or medical programs, staff, and student/patient population, the IPOD required that each institution prepare a Master Plan detailing their needs and proposed development. Through this process, a healthy dialogue between the institution community and city has ensued.

Harvard University has prepared a five year Master Plan which has been approved by the Boston Redevelopment Authority Board. The University has begun the renovation and expansion of Morgan Hall in keeping with their approved Master Plan. Boston University's Charles River Campus Master Plan was approved in 1987. In 1990, the University received approval for the development of the Armory site. St. Elizabeth's Hospital and Boston College have both completed and submitted plans for approval.

The IPOD requirement that institutions prepare master plans has extended into permanent zoning where the Allston-Brighton Neighborhood Article requires and details a Master Plan process. Through the Master Plan process, the following process and planning objectives are attempted to be met:

Process

1. Create a framework for dialogue between the institutions and the Allston-Brighton community.

2. Initiate a relationship between the institutions and communities, through a process which will lead to an ongoing dialogue of issues over the long term.

3. Generate institutional/community agreements which can be continually built upon.

- Identify the need for, and location of, potential additional open space resources for Allston-Brighton.

- Enhance and expand Allston-Brighton's system of interconnected open spaces.

- Restore Commonwealth Avenue as a landscaped boulevard that provides a continuous belt of open space through the community.

- Protect and preserve the landscaped character of Allston-Brighton's greenbelt roadways, and the open spaces and vegetation along those roadways.

- Improve access to, and utilization of, the Charles River and the Charles River Reservation by Allston-Brighton residents.

- Preserve the environmentally significant values of the Urban Wilds sites in Allston-Brighton while allowing for sensitive development of the sites.

- Ensure meaningful community participation in decisions affecting open space.

Because of its unique history of development and growth, Allston-Brighton has a large variety of open space resources, which range from passive shoreline parks - such as the Charles River Reservation, the Chestnut Hill Reservoir and

development articulated in the Master Plan can proceed with a variance from the Board of Appeal. If there are any changes to the Master Plan, the institution is required to submit an Amendment. In addition, the institution must produce an Annual Update of their Master Plans.

The boulevards are the gateways to Allston-Brighton. As such they define the character of the community. Where institutions own property along the boulevards of Allston-Brighton every attempt must be made to be welcoming to the community through active year-round ground floor uses, accessible open space and building scale and design compatible with the surrounding community. As discussed in greater detail in Chapter VI, these boulevards are the gateways and neighborhood connectors. Institutions must be supportive of the screening/buffering, landscape, site planning and sign guidelines established in the Allston-Brighton Neighborhood Articles and in Chapter VI of this Plan.

Some institutions abut publicly-owned property. These include parkland, cemeteries and schools. Where institutions abut public facilities such as parks or schools, every effort must be made by the institution to screen and buffer these public facilities from their campuses.

The institutions of Allston-Brighton are vital elements of the community. Their open spaces are highly valued by the Allston-Brighton residents and provide physical and visual relief from the urban fabric. To be supportive of the open space goals of the Allston-Brighton community, the institutions must design their open spaces to be inviting to the neighborhood residents.

The Allston-Brighton community has experienced traffic and transportation impacts due to the presence of these institutions. Local streets are carrying a higher volume of traffic as students, staff and visitors commute to their campuses. In addition, Allston-Brighton residents and students compete for a limited number of on-street parking spaces.

Recommendations:

This Plan is supportive of and strongly recommends:

1. A continuation of the positive dialogue process between the community and the institution. Through this process, two groups, both with very legitimate concerns can proceed to an understanding of each other's points of view.

2. An Allston-Brighton Student Behavior Task Force, formed as a cooperative effort between the Allston-Brighton community and the institution, can result in the exchange and implementation of strategies to control student behavior.

3. New institutional construction must be supportive of the urban design strategies defined in Chapter VI of this Plan on the Boulevards. Emphasis on site planning, screening, and buffering and landscaping will have an immediate positive impact on the boulevards.

4. Institutions must make every effort to screen and buffer their facilities from publicly-owned land or buildings. Through screening and buffering, these public lands will be greatly enhanced.

5. Campus open space resources must be designed so as to be accessible to Allston-Brighton residents. These resources must have signage that states that the open space is open to the public and the hours that the public are invited.

6. The Allston-Brighton institutions must make every effort to accommodate as many of their vehicles on their campuses. In addition, every effort must be made to promote the use of public transportation by students and staff.

GOAL: PROMOTE ACTIVE INSTITUTIONAL PARTICIPATION IN THE GROWTH AND PRESERVATION OF THE ALLSTON-BRIGHTON COMMUNITY.

The institutions have in the past been extremely active and supportive of community goals. This support has manifested itself through among others, scholarships for Allston-Brighton residents; support of the Allston-Brighton Parade; and involvement in the public school system.

This involvement must be lauded. However, physical investments in the Allston-Brighton community must occur. This includes planting trees along the boulevards that these institutions abut and more active participation in community-wide endeavors such as adopt-a-park programs.

Recommendations:

1. The Allston-Brighton institutions must expand their role of supporting Allston-Brighton community goals. These must include physical investments such efforts as planting trees and maintaining trees along the boulevards and in commercial centers; and participating in adopt-a-park programs.

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